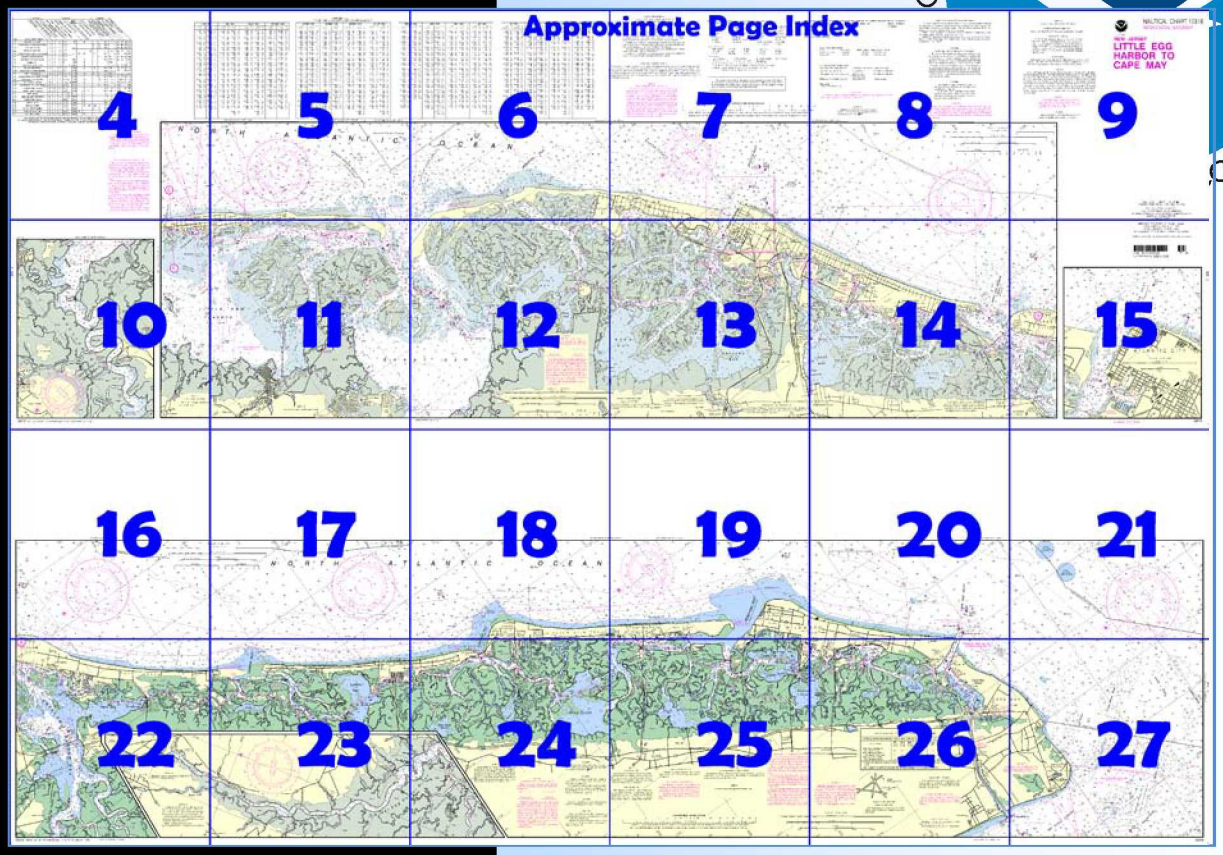
BookletChart™

Little Egg Harbor to Cape May

(NOAA Chart 12316)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

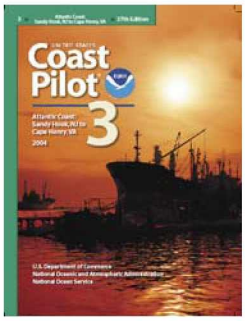
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 4 excerpts]

(43) **Beach Haven Inlet** is unmarked. Numerous wrecks and shoal spots are at the entrance. Due to changing conditions of the channel, boatmen are advised to seek local knowledge prior to entering.

(44) The entrance to Beach Haven Inlet should not be mistaken for Little Egg Inlet, which is close southward. **Beach Haven Coast Guard Station** is inside the barrier beach, 3.2 miles north of Beach Haven Inlet.

(45) **Little Egg Inlet**, 19 miles south-southwestward of Barnegat Inlet and close southward of Beach Haven Inlet, is used considerably by local pleasure and fishing boats. Depth over the bar is ample for any vessel that can navigate the inside waters, but in very heavy weather breakers form all the way across the bar. The inlet channels and shoreline are constantly changing; the entrance is well marked, but the buoys are not charted because they are frequently shifted in position.

(46) **Brigantine Inlet**, 2.6 miles south-southwestward of Little Egg Inlet, has shoaled to such an extent that it is unsafe for even the shallowest drafts. **Brigantine Shoal,** 3 miles south of the inlet, has a least depth of 17 feet.

(47) **Absecon Inlet,** 8.7 miles southwestward of Little Egg Inlet, is on the northeast side of **Atlantic City,** the largest resort on the New Jersey coast. The inlet is protected at the entrance by jetties; a revetment extends along the Atlantic City side of the inlet. Small-craft facilities are available at a hotel marina on the southwest side of the inlet.

(49) The channel through the inlet is well marked to the entrance to **Clam Creek** and to a junction with the New Jersey Intracoastal Waterway, 1 mile and 1.9 miles, respectively, above the south jetty light. In May-September 1999, the controlling depth was 11 feet to Clam Creek, thence 4 feet (5 feet at midchannel) in Clam Creek entrance channel, thence 13 feet in the basin. In September 1993, shoaling to an unknown depth was reported on the south side of the Channel entrance between Buoys 2 and 4 in about 39°22'42.7"N., 74°25'10.5"W. Current velocities up to 6 knots have been reported in the channel.

(54) **Atlantic City,** on the south side of Absecon Inlet, is a base for a large fleet of fishing vessels and pleasure craft. The city has highway, rail, and air connections with the mainland; highways lead to the coastal towns northward and southward.

(56) **Atlantic City Coast Guard Station** is on the north side of the entrance to Clam Creek.

(57) **Clam Creek**, on the south side of Absecon Inlet, has its marked entrance 1 mile northwestward of the south jetty light. The creek includes **Gardner Basin, Snug Harbor,** and **Delta Basin** on its southerly side, and the small-boat basin of the State marina on its northerly side. The municipal wharf is on the east side of the entrance to the small-boat basin.

(58) Gasoline, diesel fuel, water, ice, and marine supplies can be obtained at the several small-craft facilities in the creek and in the small-boat basin. Hull and engine repairs can be made at the facilities in Gardner Basin and Snug Harbor; maximum haul-out capacities are: marine railway, 65 feet; lift, 20 tons. The **harbormaster** at the State marina assigns slips in the small-boat basin; a fuel float is on the west side of the basin, and the harbormaster's office is on the east side.

(59) The highway bridge, 1.5 miles above Absecon Inlet entrance, has a fixed span with a clearance of 60 feet. Two fishing piers, the remains of a former bascule bridge, are about 50 yards northward of the bridge. Care must be exercised when passing through this bridge, because of the strong currents; velocities of 2.5 knots have been reported.

(60) **Great Egg Harbor Inlet,** 7 miles southwest of Absecon Inlet, is subject to continual change due to severe shoaling. The buoys marking the inlet are not charted because they are shifted frequently to mark the best water. The inlet is used by many local fishing and pleasure boats with drafts up to 5 feet. Breakers extend along the bar even in moderate weather and are hazardous to small boats. Local knowledge is advised at all times in entering the inlet. The mean range of tide is 3.8 feet in the inlet. The bridges, just inside Great Egg Harbor Inlet, are described in chapter 5 in connection with the New Jersey Intracoastal Waterway.

(61) **Ocean City**, a large summer resort on the southwest side of Great Egg Harbor Inlet, has highway connections with the mainland. Supplies and facilities are described in connection with the New Jersey Intracoastal Waterway. **Great Egg Coast Guard Station** is in a basin on the inner side of the city.

(64) **Townsends Inlet,** 20 miles southwest of Absecon Inlet, is subject to considerable changes in position and depth, and is used principally by pleasure craft. Channel buoys are not charted, because they are shifted frequently to mark the best water. The mean range of tide is 3.8 feet in the inlet. The depth over the bar is about 4 feet.

Table of Selected Chart Notes

NOTE C
LITTLE EGG HARBOR
White and orange daybeacons are private aids.

HEIGHTS
Heights in feet above Mean High Water.

NOTE B
Channel is marked by private seasonal aids.

NOTE B
Channel is marked by private seasonal aids.

NOTE G
Shoaling has been reported from 39°23'09" N 74°43'27" W to Mays Landing.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

STORM WARNING DISPLAYS
Storm warning signals are displayed from masts of Police Patrol Boats while underway along the New Jersey coast and the Inland Waterway.

PLANE COORDINATE GRID
(based on NAD 1927)
New Jersey State Grid is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE A
Navigation regulations are published in Chapter 2, U.S.Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA or at the Office of the District Engineer, Corps of Engineers in Philadelphia, PA.
Refer to charted regulation section numbers.

PLANE COORDINATE GRID
(based on NAD 1927)
New Jersey State Grid is indicated by dashed ticks at 10,000 foot intervals.The last three digits are omitted.

CAUTION
Oyster grounds are marked by stakes and flags. Submerged broken stakes become dangerous obstructions to small craft.

NOTE D
Entrance to Inlets
The entrance channel at the inlets not protected by jetties are subject to frequent changes. The buoys are not charted because they are frequently shifted in position. Buoys are removed if shoaling makes inlets unnavigable.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

FISH TRAP AREAS
Boundary lines of fish trap areas are shown thus:
Submerged piling may exist in these areas.

NOTE D
Entrance to Inlets
The entrance channel at the inlets not protected by jetties are subject to frequent changes. The buoys are not charted because they are frequently shifted in position. Buoys are removed if shoaling makes inlets unnavigable.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

INTRACOASTAL WATERWAY
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Manasquan Inlet (12324,Side A) and indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 3.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Manasquan Inlet (12324, Side A) and indicated thus:
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 3.

Corrected through NM Jun. 21/08, LNM Jun. 10/08

Corrected through NM Jun. 21/08, LNM Jun. 10/08.

Corrected through NM Jun. 21/08, LNM Jun. 10/08.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.417" northward and 1.432" eastward to agree with this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

MERCATOR PROJECTION AT SCALE 1:40,000
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted. Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways:
When following the Intracoastal Waterway southward from Manasquan Inlet to Cape May, NJ, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.
All lights and lighted buoys marking the Intracoastal Waterway on this chart show a flash every four seconds, unless otherwise specified.
The aids marking tributary channels in general, are maintained by the state of New Jersey.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and State of New Jersey, Bureau of Navigation.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
FISH TRAP AREAS AND STRUCTURES
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:
Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

NO	SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	DEPTHS: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS-MOORINGS ELECTRICITY (TRANSIENTS)	SERVICES: RAMP SURFACED-NATURAL	SERVICES: REPAIRS HULL-MOTOR-RADIO	SERVICES: MARINE RAILWAY-FEET	SERVICES: LIFT CAPACITY-TONS	SERVICES: BOAT RENTAL	SERVICES: CANOE-ROW-MOTOR-KAYAK	SERVICES: CHARTER-HOUSE-SAIL	SERVICES: FOOD-LODGING-CAMPING	SERVICES: TOILETS-SHOWERS-LAUNDRY	SERVICES: PUMP-OUT STATION	SUPPLIES: WINTER STORAGE WET-DRY	SUPPLIES: WATERVICE	SUPPLIES: NAUTICAL CHART SALES	SUPPLIES: GROCERIES-HARDWARE	SUPPLIES: BAIT-TACKLE	SUPPLIES: DIESEL OIL-GASOLINE
8	MORRISON'S MARINA	A	5	5	B E			M		30					F	TSLP	D	C	WI	H	BT	DG
11	BEACH HAVEN YACHT CLUB MARINA	A	7	7	B E							C		FL	TSLP		C	WI	GH	BT	DG
14	HOLGATE MARINA	A	3.5	4	B E			H				C		FL	TSLP		C	WI	GH	BT	DG
22A	DEEBOLD BOATYARD	A	8	20	B E					4	M				T P	D	C	WI	H		DG
38	KAMMERMAN'S ATLANTIC CITY MARINA	A	10	5	B E			H	60	45		C			TS P		C	WI		BT	DG
51E	SEAVIEW HARBOR MARINA	A	7	7	B E									F	TSLP	W	C	WI	GH	BT	DG
65	GARDEN STATE YACHT SALES	A	8	6	B E			HM		70					TS P	WD	C	WI	H	T	DG
66	MARINE MAX	A	5	5	B			HMR		35					P	WD					G
70	HACKNEY'S BOAT YARD	A	6	6	B E S			HM		20					T P	D	C	WI	H	BT	G
72	SEA VILLAGE MARINA	A	4	4	B E			HMR		20	M	H		FL	TSLP	WD	C	WI	H	BT	G
79A	BASS RIVER YACHTING CENTER	A	6	6	B E			HMR							TSLP	D	C	WI		BT	DG
81	GREAT BAY MARINA	A	5	5	B E S			MR		20		C		F	TS P	WD	C	WI	GH	BT	DG
95	TUCKERTON MARINA SERVICE CENTER	A	4	4	B E			HMR		10				F	TS P	WD	C	WI	H	BT	G
96	SHELTERED COVE MARINA	A	5	10	B E S			HMR		25				FL	TS P	D	C	WI	GH	BT	G
102A	ALL SEASONS MARINA	B	4	4	B E N			HMR		35				F	TS P	D	C	WI	H	BT	DG
116	COMMODORE BAY CLUB MARINA	B	8	4	B E			HM		5				F	TS P		C	WI			DG
118	AVALON POINT MARINA	B	10	10	B E			HMR		70					TS P	D	C	WI		BT	DG
123	STONE HARBOR MARINA	B	10	4	B E			HMR		25	C				TS P	WD	C	WI			DG
145	HINCH MARINA	B	5	5	B E S			H		10					TS P	D	C	WI	H	BT	G
146	BREE-ZEE-LEE YACHT BASIN	B	4	2	B E S			HMR		50					T P	D		WI	H	BT	DG
146B	HARBOR VIEW MARINA	B	4	10	BME			HM		30				F	TS P	WD	C	WI	GH	BT	DG
148	CANYON CLUB	B	6	6	B E			HMR		60					TSLP	WD	C	WI	H	BT	DG
149	UTSCH'S MARINA	B	8	8	B E			HM		35	CRM	CHS		F	TSLP	D	C	WI	GH	BT	DG
152	SOUTH JERSEY MARINA	B	8	8	B E			HMR				C		FL	TSLP		C	WI	GH	BT	DG
153	ROSEMAN BOAT YARD	B	5	5	B E			HMR	65						FLC	TSLP	WD	C	WI	GH	BT	DG
154	CAPE MAY MARINE	B	10	6	B E S			HMR		77						TS P	WD	C	WI		BT	DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

JUNE 2008						JU					
Day	Time h.m.	ht. ft.	Day	Time h.m.	ht. ft.	Day	Time h.m.	ht. ft.	Day	Time h.m.	ht. ft.
1 SU	0502 1112 1728	4.8 -0.1 5.0	16 M	0033 0538 1158 1817	0.5 4.1 0.7 5.9	1 TU	0544 1149 1808	4. -0. 6.			
2 M	0012 0601 1206 1822	-0.2 4.9 -0.3 5.1	17 TU	0047 0643 1240 1857	0.4 4.2 0.7 5.4	2 W	0052 0643 1247 1901	-0. 4. -0. 6.			
3 TU	0107 0656 1302 1914	-0.4 5.0 -0.3 5.4	18 W	0131 0725 1323 1935	0.3 4.2 0.7 5.4	3 TH	0147 0737 1344 1954	-0. 5. -0. 6.			
4 W	0202 0751 1358 2007	-0.6 5.1 -0.3 5.4	19 TH	0212 0808 1405 2012	0.3 4.2 0.7 5.3	4 F	0238 0831 1438 2046	-0. 5. -0. 6.			
5 TH	0255 0847 1452 2102	-0.6 5.1 -0.3 5.2	20 F	0252 0844 1445 2049	0.2 4.2 0.7 5.2	5 SA	0327 0926 1530 2139	-0. 5. -0. 5.			
6 F	0346 0944 1545 2159	-0.6 5.0 -0.1 5.0	21 SA	0330 0924 1524 2126	0.3 4.3 0.8 5.1	6 SU	0413 1021 1620 2231	-0. 5. 0. 5.			
7 SA	0437 1044 1639 2256	-0.4 5.0 0.2 5.0	22 SU	0405 1005 1601 2207	0.3 4.2 0.8 5.0	7 M	0458 1114 1710 2322	-0. 5. 0. 5.			
8 SU	0528 1141 1735 2352	-0.2 4.9 0.5 5.0	23 M	0441 1049 1641 2251	0.3 4.3 0.8 4.9	8 TU	0543 1203 1804	0. 5. 0.			
9 M	0622 1240 1837	0.1 4.9 0.8	24 TU	0517 1134 1727 2339	0.4 4.3 1.0 4.8	9 W	0012 0631 1253 1904	4. 0. 5. 1.			
10 TU	0044 0717 1328 1942	5.0 0.3 4.8 0.9	25 W	0559 1221 1828	0.4 4.7 1.1	10 TH	0100 0721 1349 2006	4. 0. 5. 1.			
11 W	0135 0812 1419 2045	4.8 0.4 4.9 1.0	26 TH	0030 0650 1310 1942	4.7 0.4 4.8 1.0	11 F	0149 0814 1428 2106	4. 0. 4. 1.			
12 TH	0227 0902 1510 2141	4.4 0.5 5.0 0.9	27 F	0128 0749 1433 2054	4.6 0.4 5.2 0.8	12 SA	0242 0903 1518 2159	3. 0. 4. 1.			
13 F	0320 0948 1600 2231	4.2 0.6 5.1 0.8	28 SA	0228 0852 1532 2158	4.5 0.3 5.4 0.5	13 SU	0339 0954 1611 2248	3. 0. 4. 0.			
14 SA	0416 1031 1649 2317	4.1 0.6 5.1 0.6	29 SU	0333 0952 1635 2258	4.4 0.2 5.7 0.2	14 M	0437 1041 1702 2335	3. 0. 4. 0.			
15 SU	0509 1113 1734	4.1 0.7 5.3	30 M	0441 1050 1736 2336	4.5 0.0 6.0 -0.1	15 TU	0531 1129 1750	4. 0. 5.			

INTRACOASTAL WATERWAY

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Manasquan Inlet (12324, Side A) and indicated thus: ——●——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 3.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart s consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from a ds marking other waterways.

When following the Intracoastal Waterway southward from Manasquan Inlet to Cape May, NJ, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

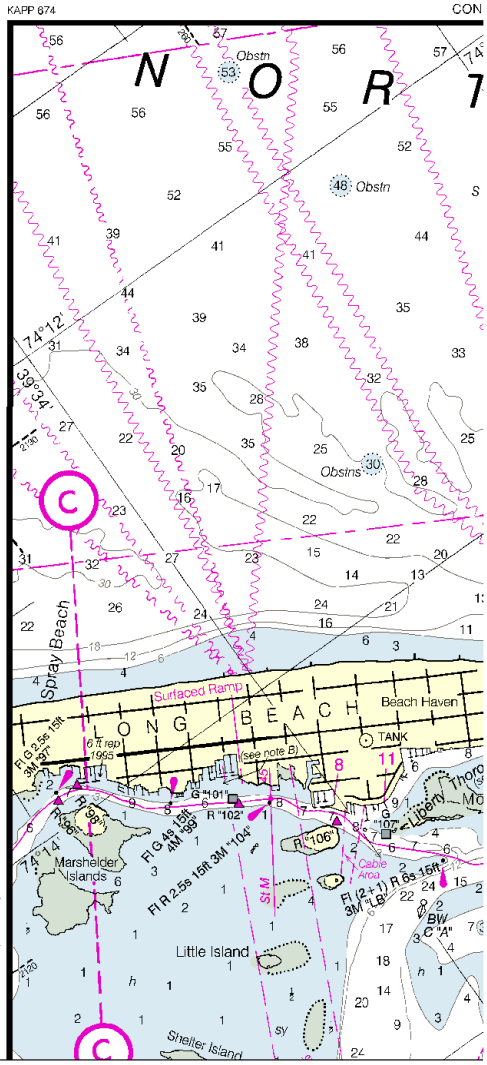
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

All lights and lighted buoys marking the Intracoastal Waterway on this chart show a flash every four seconds, unless otherwise specified.

The aids marking tributary channels, in general, are maintained by the state of New Jersey.

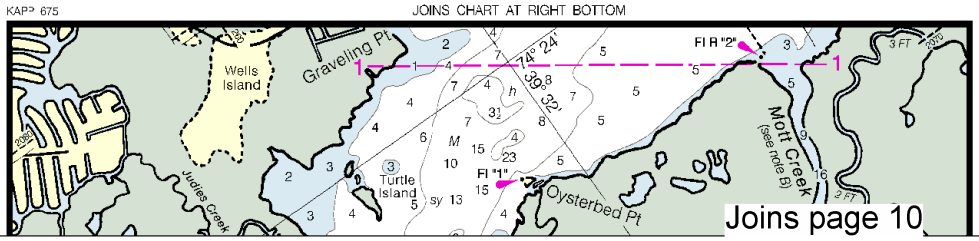
KAPP 674

CON



KAPP 675

JOINS CHART AT RIGHT BOTTOM



Joins page 10

CHART 12324 (SIDE B)

A

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

SANDY HOOK, N.J.

Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

JULY 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
		4.7 -0.1 6.2	16 W	0020 0618 1215 1833	0.5 4.1 0.8 5.3
		-0.3 4.9 -0.2 6.3	17 Th	0105 0701 1300 1913	0.4 4.3 0.7 5.4
		-0.5 5.1 -0.3 6.3	18 F	0147 0740 1344 1950	0.3 4.4 0.6 5.4
		-0.6 5.2 -0.3 6.1	19 Sa	0226 0818 1426 2026	0.2 4.5 0.5 5.4
		-0.6 5.2 -0.1 5.9	20 Su	0303 0856 1505 2103	0.1 4.6 0.5 5.3
		-0.5 5.2 0.1 5.5	21 M	0338 0935 1545 2142	0.1 4.7 0.6 5.2
		-0.2 5.1 0.4 5.2	22 Tu	0412 1016 1625 2226	0.1 4.8 0.6 5.0
		0.0 5.1 0.7	23 W	0447 1102 1711 2315	0.1 4.9 0.8 4.9
		4.8 0.4 5.0 1.0	24 Th	0526 1150 1808	0.2 5.1 0.9
		4.5 0.6 5.0 1.1	25 F	0008 0613 1242 1920	4.7 0.3 5.2 0.9
		4.2 0.8 4.9 1.1	26 Sa	0106 0716 1336 2036	4.5 0.5 5.3 0.8
		3.9 0.9 4.9 1.0	27 Su	0208 0827 1440 2144	4.3 0.5 5.4 0.6
		3.8 1.0 4.9 0.8	28 M	0317 0935 1548 2245	4.3 0.4 5.6 0.3
		3.9 0.9 5.0 0.7	29 Tu	0428 1038 1654 2342	4.4 0.2 5.8 0.0
		4.0 0.9 5.1	30 W	0533 1130 1755	4.7 0.0 6.0
			31 Th	0037 0630 1235 1849	-0.2 5.0 -0.1 6.1

AUGUST 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0128 0722 1330 1939	-0.4 5.2 -0.2 6.1	16 Sa	0115 0712 1320 1923	0.2 4.7 0.4 5.5
2 Sa	0217 0812 1421 2026	-0.5 5.4 -0.2 6.0	17 Su	0154 0748 1403 2000	0.0 4.9 0.3 5.6
3 Su	0301 0902 1510 2113	-0.5 5.4 -0.1 5.7	18 M	0231 0825 1445 2037	-0.1 5.1 0.3 5.5
4 M	0343 0951 1556 2201	-0.4 5.4 0.1 5.4	19 Tu	0307 0903 1527 2118	-0.1 5.3 0.3 5.3
5 Tu	0423 1039 1642 2246	-0.1 5.3 0.4 5.0	20 W	0342 0945 1610 2204	-0.1 5.4 0.4 5.1
6 W	0501 1127 1729 2336	0.2 5.2 0.7 4.6	21 Th	0419 1032 1657 2256	0.0 5.4 0.5 4.8
7 Th	0541 1213 1821	0.5 5.0 1.0	22 F	0459 1124 1754 2354	0.2 5.4 0.7 4.6
8 F	0024 0625 1258 1922	4.3 0.9 4.9 1.2	23 Sa	0550 1221 1906	0.4 5.4 0.9
9 Sa	0113 0719 1346 2025	4.0 1.2 4.8 1.3	24 Su	0055 0657 1322 2023	4.4 0.7 5.4 0.9
10 Su	0206 0821 1437 2125	3.8 1.3 4.7 1.2	25 M	0200 0816 1428 2132	4.3 0.7 5.3 0.7
11 M	0303 0920 1532 2217	3.8 1.3 4.7 1.1	26 Tu	0310 0928 1537 2232	4.3 0.6 5.4 0.4
12 Tu	0404 1013 1629 2305	3.8 1.2 4.8 0.9	27 W	0419 1031 1644 2327	4.6 0.4 5.6 0.1
13 W	0501 1102 1721 2350	4.0 1.0 5.0 0.6	28 Th	0521 1128 1742	4.9 0.1 5.8
14 Th	0550 1150 1806	4.2 0.8 5.3	29 F	0017 0616 1222 1833	-0.1 5.2 0.0 5.9
15 F	0033 0633 1235 1846	0.4 4.5 0.6 5.4	30 Sa	0105 0704 1314 1919	-0.3 5.5 -0.1 5.9
			31 Su	0149 0749 1402 2002	-0.4 5.7 -0.1 5.8

SEPTEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0230 0833 1447 2045	-0.3 5.7 0.0 5.5	16 Tu	0156 0754 1425 2013	-0.2 5.7 0.0 5.5
2 Tu	0309 0916 1530 2128	-0.2 5.6 0.2 5.2	17 W	0235 0834 1510 2057	-0.2 5.8 0.0 5.3
3 W	0345 0959 1612 2213	0.1 5.4 0.4 4.8	18 Th	0314 0918 1556 2147	-0.2 5.8 0.1 5.0
4 Th	0419 1043 1654 2300	0.4 5.2 0.7 4.4	19 F	0356 1008 1648 2244	0.0 5.8 0.3 4.7
5 F	0454 1128 1740 2349	0.8 5.0 1.0 4.1	20 Sa	0442 1105 1744 2346	0.3 5.6 0.6 4.5
6 Sa	0532 1215 1835	1.1 4.8 1.3	21 Su	0537 1208 1855	0.6 5.4 0.8
7 Su	0039 0623 1303 1941	3.9 1.4 4.6 1.4	22 M	0050 0650 1312 2011	4.4 0.8 5.3 0.8
8 M	0133 0733 1356 2046	3.8 1.6 4.6 1.4	23 Tu	0156 0810 1419 2119	4.4 0.9 5.2 0.6
9 Tu	0229 0845 1453 2143	3.7 1.5 4.6 1.2	24 W	0302 0921 1525 2216	4.5 0.7 5.3 0.3
10 W	0329 0944 1551 2231	3.9 1.3 4.7 0.9	25 Th	0407 1022 1628 2306	4.8 0.5 5.4 0.1
11 Th	0426 1035 1645 2315	4.1 1.0 4.9 0.7	26 F	0506 1116 1724 2353	5.1 0.2 5.5 -0.1
12 F	0516 1122 1732 2357	4.4 0.8 5.2 0.4	27 Sa	0557 1207 1812	5.4 0.1 5.5
13 Sa	0600 1209 1814	4.8 0.5 5.4	28 Su	0036 0642 1255 1855	-0.2 5.7 0.0 5.5
14 Su	0037 0639 1254 1853	0.1 5.1 0.3 5.5	29 M	0117 0723 1340 1936	-0.2 5.8 0.0 5.4
15 M	0117 0716 1340 1932	-0.1 5.5 0.1 5.6	30 Tu	0156 0803 1424 2016	-0.1 5.8 0.0 5.1

OCTOBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0233 0841 1504 2057	0.1 5.7 0.2 4.8	16 Th	0206 0809 1454 2040	-0.4 6.2 -0.3 5.1
2 Th	0308 0920 1544 2140	0.3 5.5 0.4 4.5	17 F	0252 0857 1544 2134	-0.3 6.1 -0.2 4.9
3 F	0342 1000 1623 2226	0.6 5.2 0.6 4.2	18 Sa	0339 0952 1636 2235	-0.1 5.9 0.0 4.7
4 Sa	0415 1044 1705 2315	0.9 4.9 0.9 4.0	19 Su	0431 1053 1734 2339	0.2 5.6 0.3 4.5
5 Su	0451 1132 1753	1.2 4.7 1.2	20 M	0531 1158 1842	0.5 5.4 0.5
6 M	0007 0536 1222 1854	3.8 1.5 4.5 1.3	21 Tu	0043 0643 1302 1953	4.4 0.7 5.2 0.5
7 Tu	0100 0643 1315 2002	3.7 1.8 4.5 1.3	22 W	0146 0800 1404 2058	4.5 0.8 5.1 0.4
8 W	0154 0804 1410 2101	3.8 1.6 4.5 1.1	23 Th	0249 0909 1506 2152	4.6 0.7 5.0 0.2
9 Th	0250 0910 1506 2151	3.9 1.4 4.6 0.9	24 F	0349 1008 1605 2240	4.9 0.5 5.0 0.0
10 F	0345 1004 1601 2234	4.2 1.0 4.8 0.5	25 Sa	0444 1100 1659 2323	5.2 0.3 5.0 -0.1
11 Sa	0436 1053 1652 2316	4.6 0.7 5.0 0.2	26 Su	0533 1148 1747	5.4 0.1 5.0
12 Su	0522 1141 1739 2357	5.0 0.4 5.2 0.0	27 M	0004 0617 1234 1831	-0.1 5.6 0.0 4.9
13 M	0604 1229 1823	5.5 0.1 5.3	28 Tu	0044 0656 1318 1912	0.0 5.7 0.0 4.8
14 Tu	0039 0645 1317 1907	-0.2 5.9 -0.2 5.4	29 W	0122 0733 1400 1951	0.1 5.7 0.0 4.7
15 W	0122 0726 1405 1952	-0.3 6.1 -0.3 5.3	30 Th	0200 0810 1440 2031	0.2 5.6 0.1 4.5
			31 F	0237 0846 1519 2112	0.4 5.3 0.2 4.2

NOVEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Sa	0312 0924 1556 2156	0.6 5.1 0.4 4.0	16 Su	0328 0940 1624 2225	-0.3 5.9 -0.4 4.6
2 Su	0347 1006 1637 2245	0.9 4.8 0.7 3.8	17 M	0422 1042 1720 2328	-0.1 5.6 -0.2 4.6
3 M	0423 1052 1720 2335	1.1 4.6 0.9 3.7	18 Tu	0521 1144 1821	0.2 5.3 0.0
4 Tu	0504 1142 1810	1.3 4.5 1.0	19 W	0029 0628 1244 1925	4.5 0.5 5.0 0.1
5 W	0026 0559 1233 1910	3.7 1.4 4.4 1.0	20 Th	0128 0740 1341 2027	4.6 0.6 4.8 0.1
6 Th	0116 0715 1325 2010	3.8 1.4 4.4 0.9	21 F	0226 0849 1438 2120	4.7 0.6 4.6 0.1
7 F	0206 0829 1418 2103	4.0 1.3 4.4 0.7	22 Sa	0322 0947 1535 2208	4.8 0.5 4.4 0.0
8 Sa	0258 0929 1513 2149	4.3 0.9 4.5 0.4	23 Su	0416 1039 1630 2251	5.0 0.3 4.4 0.0
9 Su	0350 1023 1609 2234	4.7 0.6 4.6 0.1	24 M	0505 1127 1720 2332	5.2 0.2 4.3 0.0
10 M	0441 1114 1704 2319	5.2 0.2 4.8 -0.2	25 Tu	0549 1212 1807	5.3 0.1 4.3
11 Tu	0530 1205 1755	5.6 -0.1 4.9	26 W	0012 0630 1255 1850	0.1 5.4 0.0 4.3
12 W	0005 0617 1256 1845	-0.4 6.0 -0.4 5.0	27 Th	0053 0708 1338 1930	0.2 5.4 0.0 4.3
13 Th	0054 0703 1348 1935	-0.5 6.2 -0.6 5.0	28 F	0133 0745 1419 2010	0.3 5.3 0.0 4.1
14 F	0144 0752 1440 2027	-0.5 6.2 -0.6 4.9	29 Sa	0213 0822 1458 2050	0.4 5.1 0.1 4.0
15 Sa	0236 0843 1532 2123	-0.5 6.1 -0.6 4.8	30 Su	0251 0859 1536 2132	0.5 4.9 0.2 3.9

DECEMBER 2008

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0327 0938 1613 2215	0.6 4.6 0.3 3.7	16 Tu	0410 1026 1659 2309	-0.4 5.5 -0.6 4.7
2 Tu	0404 1020 1651 2301	0.7 4.6 0.4 3.7	17 W	0505 1123 1752	-0.1 5.2 -0.4
3 W	0441 1104 1731 2347	0.9 4.5 0.5 3.7	18 Th	0006 0605 1218 1848	4.7 0.2 4.8 -0.1
4 Th	0526 1151 1816	1.0 4.4 0.6	19 F	0101 0712 1311 1945	4.6 0.5 4.5 0.0
5 F	0033 0627 1240 1910	3.9 1.1 4.3 0.5	20 Sa	0154 0819 1404 2040	4.6 0.6 4.2 0.1
6 Sa	0121 0743 1332 2007	4.1 1.0 4.2 0.4	21 Su	0247 0920 1500 2131	4.6 0.5 3.9 0.2
7 Su	0211 0853 1428 2102	4.4 0.8 4.2 0.2	22 M	0340 1014 1557 2217	4.7 0.4 3.8 0.2
8 M	0306 0954 1530 2155	4.7 0.4 4.2 -0.1	23 Tu	0432 1102 1653 2301	4.8 0.3 3.8 0.3
9 Tu	0403 1050 1632 2246	5.1 0.1 4.3 -0.3	24 W	0521 1148 1744 2345	4.9 0.2 3.8 0.3
10 W	0500 1144 1732 2339	5.5 -0.3 4.5 -0.5	25 Th	0605 1233 1829	4.9 0.0 3.9
11 Th	0555 1239 1828	5.8 -0.6 4.7	26 F	0028 0646 1316 1911	0.2 5.0 -0.1 4.0
12 F	0034 0647 1334 1921	-0.6 6.1 -0.8 4.8	27 Sa	0111 0725 1357 1951	0.2 5.0 -0.1 4.0
13 Sa	0129 0739 1427 2015	-0.7 6.1 -0.9 4.8	28 Su	0153 0802 1437 2029	0.2 5.0 -0.1 4.0
14 Su	0224 0833 1518 2111	-0.7 6.0 -0.9 4.8	29 M	0233 0839 1514 2107	0.2 4.9 -0.1 3.9
15 M	0317 0928 1609 2210	-0.6 5.8 -0.8 4.7	30 Tu	0310 0916 1549 2146	0.3 4.8 -0.1 3.9
			31 W	0346 0951 1622 2225	0.4 4.7 0.0 3.9

JANUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0421 1026 1652 2304	0.5 4.5 0.1 4.0	16 F	0536 1145 1802	0.0 4.6 -0.2
2 F	0501 1112 1728 2348	0.6 4.3 0.1 4.1	17 Sa	0024 0633 1236 1853	4.8 0.3 4.2 0.1
3 Sa	0551 1201 1812	0.7 4.2 0.2	18 Su	0114 0737 1327 1949	4.6 0.6 3.9 0.4
4 Su	0037 0701 1255 1910	4.3 0.8 4.0 0.2	19 M	0204 0842 1421 2047	4.5 0.7 3.6 0.5
5 M	0129 0820 1354 2018	4.5 0.6 3.9 0.2	20 Tu	0257 0940 1519 2141	4.4 0.6 3.5 0.5
6 Tu	0228 0929 1501 2124	4.8 0.4 3.9 0.0	21 W	0353 1032 1620 2231	4.4 0.5 3.5 0.5
7 W	0333 1031 1610 2225	5.0 0.0 4.0 -0.2	22 Th	0449 1120 1716 2319	4.4 0.3 3.6 0.4
8 Th	0439 1128 1716 2324	5.3 -0.3 4.3 -0.5	23 F	0539 1205 1805	4.6 0.2 3.9
9 F	0540 1224 1815	5.6 -0.6 4.6	24 Sa	0004 0623 1248 1848	0.3 4.8 0.0 4.0
10 Sa	0022 0636 1319 1910	-0.7 5.9 -0.9 4.8	25 Su	0049 0703 1330 1927	0.1 4.9 -0.1 4.1
11 Su	0118 0729 1410 2002	-0.9 6.0 -1.1 5.0	26 M	0132 0740 1408 2003	0.0 5.0 -0.2 4.2
12 M	0212 0820 1459 2055	-1.0 6.0 -1.2 5.1	27 Tu	0212 0814 1444 2036	0.0 4.9 -0.3 4.3
13 Tu	0304 0911 1545 2148	-0.9 5.8 -1.1 5.1	28 W	0250 0848 1518 2112	0.0 4.9 -0.3 4.3
14 W	0354 1002 1630 2241	-0.7 5.4 -0.9 5.0	29 Th	0327 0923 1549 2147	0.0 4.7 -0.3 4.4
15 Th	0444 1054 1715 2334	-0.4 5.0 -0.6 4.9	30 F	0404 1001 1621 2227	0.1 4.6 -0.2 4.5
			31 Sa	0443 1045 1654 2312	0.2 4.4 -0.1 4.6

FEBRUARY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0529 1135 1735	0.4 4.2 0.0	16 M	0033 0653 1253 1858	4.6 0.7 3.8 0.7
2 M	0003 0632 1231 1830	4.6 0.6 4.0 0.2	17 Tu	0123 0759 1346 2001	4.3 0.9 3.5 0.9
3 Tu	0059 0753 1333 1947	4.7 0.6 3.9 0.3	18 W	0216 0903 1444 2106	4.2 0.9 3.4 1.0
4 W	0202 0909 1442 2104	4.8 0.4 3.8 0.2	19 Th	0314 0959 1546 2202	4.1 0.8 3.5 0.8
5 Th	0312 1014 1555 2211	4.9 0.1 4.0 -0.1	20 F	0414 1049 1646 2253	4.2 0.6 3.6 0.6
6 F	0423 1113 1703 2312	5.1 -0.2 4.3 -0.4	21 Sa	0509 1134 1737 2340	4.4 0.4 3.9 0.4
7 Sa	0527 1208 1802	5.4 -0.6 4.7	22 Su	0556 1217 1821	4.7 0.1 4.2
8 Su	0010 0624 1300 1855	-0.7 5.7 -0.9 5.0	23 M	0025 0636 1257 1859	0.2 4.9 -0.1 4.4
9 M	0105 0714 1349 1945	-0.9 5.9 -1.1 5.3	24 Tu	0108 0713 1335 1934	0.0 5.0 -0.2 4.6
10 Tu	0157 0802 1435 2033	-1.0 5.8 -1.1 5.4	25 W	0150 0748 1412 2007	-0.1 5.0 -0.3 4.8
11 W	0247 0849 1517 2121	-0.9 5.6 -1.0 5.4	26 Th	0230 0823 1446 2041	-0.2 5.0 -0.4 4.9
12 Th	0334 0936 1558 2210	-0.7 5.3 -0.8 5.3	27 F	0309 0859 1520 2116	-0.2 4.8 -0.3 5.0
13 F	0419 1024 1638 2258	-0.4 4.9 -0.5 5.1	28 Sa	0348 0939 1553 2157	-0.1 4.7 -0.2 5.0
14 Sa	0506 1113 1718 2346	-0.1 4.5 0.0 4.8			
15 Su	0555 1202 1802	0.3 4.1 0.4			

MARCH 2009

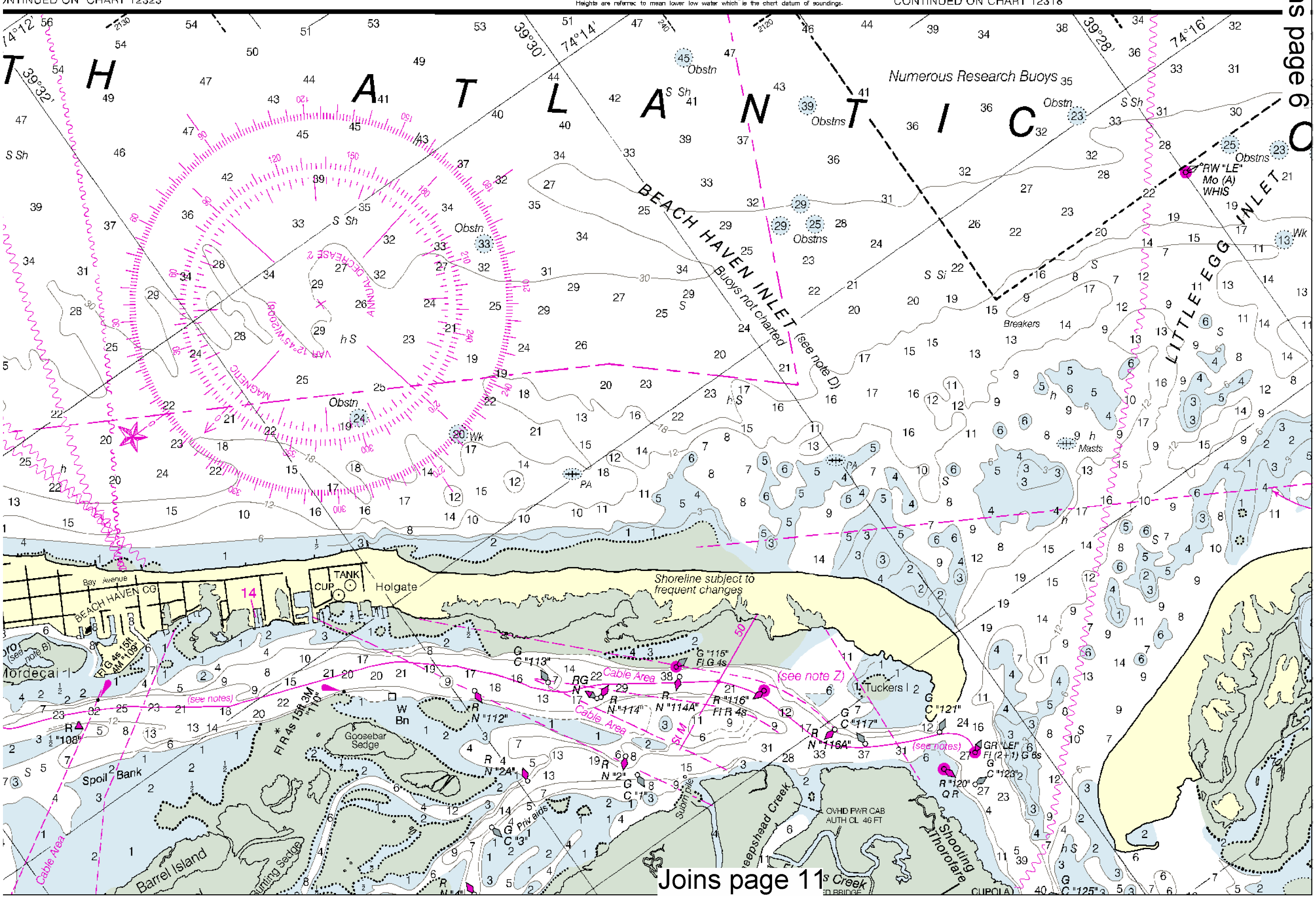
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0429 1026 1630 2245	0.0 4.4 -0.1 5.0	16 M	0520 1131 1718 2353	[illegible]
2 M	0517 1120 1713 2340	0.2 4.2 0.1 5.0	17 Tu	0610 1222 1805	[illegible]
3 Tu	0618 1220 1811	0.5 4.1 0.4	18 W	0042 0711 1314 1912	[illegible]
4 W	0041 0737 1324 1932	4.9 0.6 4.0 0.5	19 Th	0135 0819 1410 2026	[illegible]
5 Th	0147 0854 1432 2053	4.9 0.5 4.0 0.4	20 F	0232 0920 1509 2129	[illegible]
6 F	0258 0959 1543 2202	4.9 0.2 4.2 0.1	21 Sa	0331 1011 1608 2223	[illegible]
7 Sa	0408 1055 1649 2302	5.1 -0.1 4.6 -0.2	22 Su	0429 1056 1701 2311	[illegible]
8 Su	0512 1148 1747 2358	5.3 -0.4 5.0 -0.5	23 M	0518 1138 1745 2357	[illegible]
9 M	0607 1236 1838	5.5 -0.7 5.4	24 Tu	0602 1218 1825	[illegible]
10 Tu	0050 0656 1323 1924	-0.7 5.8 -0.8 5.6	25 W	0042 0642 1257 1901	[illegible]
11 W	0140 0741 1406 2009	-0.8 5.6 -0.8 5.7	26 Th	0126 0720 1336 1936	[illegible]
12 Th	0227 0825 1447 2052	-0.7 5.4 -0.7 5.7	27 F	0209 0758 1414 2012	[illegible]
13 F	0312 0909 1525 2136	-0.6 5.1 -0.4 5.5	28 Sa	0251 0838 1453 2051	[illegible]
14 Sa	0355 0954 1602 2220	-0.3 4.7 -0.1 5.2	29 Su	0334 0924 1532 2136	[illegible]
15 Su	0436 1042 1639 2305	0.0 4.4 0.3 4.9	30 M	0420 1015 1615 2228	[illegible]
				31 Tu	0510 1114 [illegible]	[illegible]

CONTINUED ON CHART 12323

Time meridian 75° W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

CONTINUED ON CHART 12318

Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

FEBRUARY 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0529	0.4	16	0033	4.6
Su	1135	4.2	M	0653	0.7
	1735	0.0		1253	3.8
				1858	0.7
2	0003	4.6	17	0123	4.3
M	0632	0.6	Tu	0759	0.9
	1231	4.0		1346	3.5
	1830	0.2		2001	0.9
3	0059	4.7	18	0216	4.2
Tu	0753	0.6	W	0903	0.9
	1333	3.9		1444	3.4
	1947	0.3		2106	1.0
4	0202	4.8	19	0314	4.1
W	0909	0.4	Th	0959	0.8
	1442	3.8		1548	3.5
	2104	0.2		2202	0.8
5	0312	4.9	20	0414	4.2
Th	1014	0.1	F	1049	0.6
	1555	4.0		1646	3.6
	2211	-0.1		2253	0.6
6	0423	5.1	21	0509	4.4
F	1113	-0.2	Sa	1134	0.4
	1703	4.3		1737	3.9
	2312	-0.4		2340	0.4
7	0527	5.4	22	0556	4.7
Sa	1208	-0.6	Su	1217	0.1
	1802	4.7		1821	4.2
8	0010	-0.7	23	0025	0.2
Su	0624	5.7	M	0636	4.9
	1300	-0.9		1257	-0.1
	1855	5.0		1859	4.4
9	0105	-0.9	24	0108	0.0
M	0714	5.9	Tu	0713	5.0
	1349	-1.1		1335	-0.2
	1945	5.3		1934	4.8
10	0157	-1.0	25	0150	-0.1
Tu	0802	5.8	W	0748	5.0
	1435	-1.1		1412	-0.3
	2033	5.4		2007	4.8
11	0247	-0.9	26	0230	-0.2
W	0849	5.6	Th	0823	5.0
	1517	-1.0		1446	-0.4
	2121	5.4		2041	4.9
12	0334	-0.7	27	0309	-0.2
Th	0936	5.3	F	0859	4.8
	1558	-0.8		1520	-0.3
	2210	5.3		2116	5.0
13	0419	-0.4	28	0348	-0.1
F	1024	4.9	Sa	0939	4.7
	1638	-0.5		1553	-0.2
	2258	5.1		2157	5.0
14	0506	-0.1			
Sa	1113	4.5			
	1718	0.0			
	2346	4.8			
15	0555	0.3			
Su	1202	4.1			
	1802	0.4			

MARCH 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0429	0.0	16	0520	0.4
Su	1026	4.4	M	1131	4.0
	1630	-0.1		1718	0.7
	2245	5.0		2353	4.8
2	0517	0.2	17	0610	0.7
M	1120	4.2	Tu	1222	3.6
	1713	0.1		1805	1.0
	2340	5.0			
3	0618	0.5	18	0042	4.4
Tu	1220	4.1	W	0711	1.0
	1811	0.4		1314	3.6
				1912	1.3
4	0041	4.9	19	0135	4.2
W	0737	0.6	Th	0819	1.1
	1324	4.0		1410	3.6
	1932	0.5		2026	1.3
5	0147	4.9	20	0232	4.1
Th	0854	0.5	F	0920	1.0
	1432	4.0		1509	3.8
	2053	0.4		2129	1.1
6	0258	4.9	21	0331	4.2
F	0959	0.2	Sa	1011	0.8
	1543	4.2		1608	3.8
	2202	0.1		2223	0.9
7	0408	5.1	22	0429	4.4
Sa	1055	-0.1	Su	1056	0.6
	1649	4.6		1701	4.1
	2302	-0.2		2311	0.6
8	0512	5.3	23	0518	4.6
Su	1148	-0.4	M	1138	0.3
	1747	5.0		1745	4.5
	2358	-0.5		2357	0.3
9	0607	5.5	24	0602	4.8
M	1236	-0.7	Tu	1218	0.1
	1838	5.4		1825	4.8
10	0050	-0.7	25	0042	0.1
Tu	0656	5.8	W	0642	5.0
	1323	-0.8		1257	-0.1
	1924	5.6		1901	5.1
11	0140	-0.8	26	0126	-0.1
W	0741	5.6	Th	0720	5.0
	1406	-0.8		1336	-0.2
	2009	5.7		1936	5.4
12	0227	-0.7	27	0209	-0.2
Th	0825	5.4	F	0758	5.0
	1447	-0.7		1414	-0.3
	2052	5.7		2012	5.5
13	0312	-0.6	28	0251	-0.3
F	0909	5.1	Sa	0838	4.9
	1525	-0.4		1453	-0.3
	2136	5.5		2051	5.6
14	0355	-0.3	29	0334	-0.2
Sa	0954	4.7	Su	0924	4.7
	1602	-0.1		1532	-0.1
	2220	5.2		2136	5.5
15	0438	0.0	30	0420	-0.1
Su	1042	4.4	M	1015	4.6
	1639	0.3		1615	0.0
	2305	4.9		2228	5.4
			31	0510	0.1
			Tu	1114	4.4
				1704	0.3
				2328	5.2

APRIL 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0611	0.4	16	0004	4.5
W	1216	4.3	Th	0627	1.0
	1807	0.5		1244	3.8
				1825	1.4
2	0032	5.1	17	0055	4.3
Th	0724	0.5	F	0730	1.1
	1319	4.3		1335	3.8
	1927	0.7		1940	1.5
3	0137	5.0	18	0147	4.2
F	0837	0.4	Sa	0832	1.1
	1424	4.4		1428	3.9
	2044	0.6		2050	1.4
4	0244	5.0	19	0242	4.3
Sa	0939	0.2	Su	0924	0.9
	1529	4.6		1522	4.1
	2151	0.3		2147	1.1
5	0350	5.0	20	0330	4.3
Su	1033	-0.1	M	1010	0.7
	1632	4.9		1614	4.4
	2249	0.0		2236	0.8
6	0451	5.1	21	0432	4.5
M	1122	-0.3	Tu	1053	0.4
	1727	5.3		1702	4.8
	2342	-0.2		2326	0.5
7	0545	5.2	22	0521	4.7
Tu	1208	-0.4	W	1135	0.2
	1816	5.6		1745	5.2
8	0033	-0.3	23	0013	0.2
W	0633	5.3	Th	0607	4.8
	1252	-0.4		1217	0.0
	1900	5.9		1826	5.6
9	0121	-0.4	24	0100	-0.1
Th	0718	5.2	F	0651	4.9
	1335	-0.4		1300	-0.1
	1942	5.9		1906	5.8
10	0207	-0.4	25	0148	-0.3
F	0801	5.1	Sa	0735	5.0
	1415	-0.2		1345	-0.2
	2022	5.8		1947	6.0
11	0250	-0.3	26	0235	-0.4
Sa	0843	4.8	Su	0821	4.9
	1454	0.0		1430	-0.2
	2103	5.6		2032	6.0
12	0330	-0.1	27	0322	-0.4
Su	0927	4.6	M	0912	4.8
	1531	0.3		1517	-0.1
	2144	5.3		2122	5.9
13	0410	0.2	28	0411	-0.3
M	1014	4.3	Tu	1008	4.7
	1607	0.6		1606	0.1
	2228	5.0		2219	5.7
14	0451	0.5	29	0503	-0.1
Tu	1103	4.0	W	1109	4.6
	1644	0.9		1701	0.3
	2315	4.7		2321	5.5
15	0535	0.8	30	0602	0.1
W	1153	3.9	Th	1210	4.6
	1727	1.2		1804	0.5

MAY 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0023	5.3	16	0015	4.5
F	0708	0.3	Sa	0639	0.9
	1311	4.7		1258	4.0
	1918	0.7		1851	1.5
2	0124	5.1	17	0102	4.4
Sa	0814	0.3	Su	0735	0.9
	1411	4.8		1344	4.1
	2031	0.6		2003	1.4
3	0225	5.0	18	0151	4.3
Su	0913	0.1	M	0830	0.8
	1511	5.0		1432	4.4
	2135	0.5		2107	1.2
4	0326	4.9	19	0244	4.3
M	1005	0.0	Tu	0919	0.7
	1609	5.2		1522	4.7
	2232	0.3		2202	0.9
5	0425	4.8	20	0341	4.4
Tu	1052	-0.1	W	1006	0.5
	1703	5.5		1614	5.0
	2324	0.1		2254	0.6
6	0520	4.8	21	0439	4.5
W	1137	-0.1	Th	1052	0.2
	1751	5.7		1704	5.4
				2345	0.2
7	0013	0.0	22	0533	4.6
Th	0609	4.8	F	1140	0.1
	1221	0.0		1753	5.8
	1835	5.8			
8	0100	-0.1	23	0036	-0.1
F	0655	4.8	Sa	0625	4.8
	1303	0.1		1229	-0.1
	1915	5.8		1840	6.1
9	0145	-0.1	24	0128	-0.3
Sa	0738	4.7	Su	0715	4.9
	1345	0.2		1321	-0.2
	1955	5.7		1928	6.2
10	0228	0.0	25	0219	-0.5
Su	0820	4.6	M	0806	5.0
	1425	0.4		1413	-0.2
	2034	5.5		2018	6.2
11	0308	0.1	26	0309	-0.5
M	0904	4.4	Tu	0900	4.9
	1504	0.6		1505	-0.2
	2114	5.3		2112	6.1
12	0347	0.2	27	0400	-0.5
Tu	0949	4.2	W	0958	4.9
	1542	0.8		1558	-0.1
	2158	5.0		2211	5.9
13	0426	0.4	28	0451	-0.3
W	1036	4.1	Th	1059	4.9
	1619	1.0		1654	0.2
	2241	4.8		2311	5.7
14	0506	0.7	29	0545	-0.2
Th	1124	4.0	F	1158	5.0
	1659	1.2		1754	0.4
	2328	4.6			
15	0549	0.8	30	0009	5.4
F	1212	3.9	Sa	0644	0.0
	1748	1.4		1255	5.0
				1902	0.6
			31	0105	5.1
			Su	0744	0.1
				1350	5.1
				2011	0.7

JUNE 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0201	4.9	16	0105	4.4
M	0841	0.1	Tu	0728	0.7
	1446	5.2		1344	4.7
	2115	0.6		2024	1.2
2	0258	4.6	17	0157	4.3
Tu	0933	0.2	W	0825	0.6
	1541	5.3		1434	4.9
	2212	0.5		2127	1.0
3	0356	4.5	18	0256	4.2
W	1021	0.2	Th	0921	0.5
	1634	5.4		1529	5.2
	2303	0.4		2225	0.6
4	0453	4.4	19	0400	4.3
Th	1108	0.3	F	1015	0.3
	1724	5.5		1626	5.5
	2352	0.3		2320	0.3
5	0545	4.4	20	0504	4.5
F	1151	0.4	Sa	1110	0.1
	1809	5.6		1726	5.9
6	0038	0.2	21	0015	0.0
Sa	0633	4.4	Su	0603	4.7
	1235	0.4		1206	-0.1
	1851	5.6		1821	6.2
7	0123	0.1	22	0109	-0.3
Su	0717	4.4	M	0658	4.9
	1319	0.5		1303	-0.2
	1931	5.5		1914	6.3
8	0206	0.1	23	0202	-0.5
M	0759	4.4	Tu	0752	5.1
	1401	0.6		1359	-0.3
	2010	5.4		2006	6.4
9	0246	0.2	24	0254	-0.7
Tu	0841	4.3	W	0846	5.2
	1442	0.7		1454	-0.3
	2050	5.3		2100	6.2
10	0325	0.2	25	0343	-0.7
W	0924	4.2	Th	0943	5.2
	1521	0.8		1547	-0.3
	2130	5.1		2156	6.0
11	0402	0.4	26	0432	-0.6
Th	1008	4.2	F	1041	5.3
	1550	0.9		1641	0.0
	2211	4.9		2253	5.7
12	0438	0.5	27	0521	-0.4
F	1052	4.1	Sa	1137	5.3
	1636	1.1		1737	0.2
	2252	4.7		2346	5.4
13	0514	0.6	28	0613	-0.2
Sa	1135	4.2	Su	1232	5.3
	1717	1.2		1839	0.5
	2335	4.6			
14	0552	0.7	29	0041	5.0
Su	1217	4.3	M	0706	0.1
	1808	1.3		1324	5.3
				1946	0.7
15	0019	4.5	30	0134	4.7
M	0636	0.7	Tu	0804	0.3
	1259	4.4		1416	5.3
	1914	1.4		2050	0.8

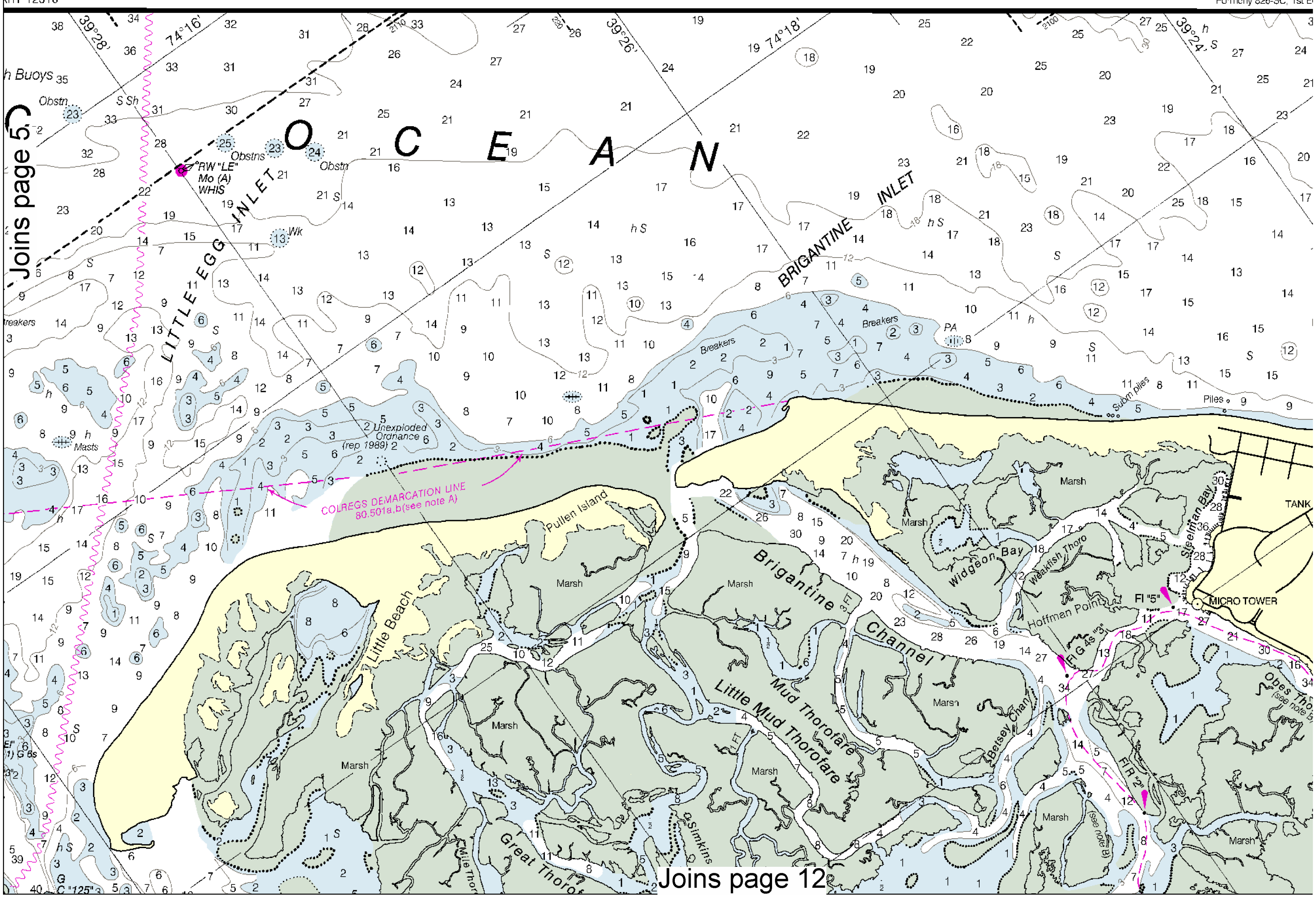
JULY 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0226	4.4	16	0123	4.2
W	0859	0.5	Th	0735	0.7
	1508	5.2		1354	5.1
	2148	0.7		2057	1.0
2	0326	4.2	17	0224	4.2
Th	0950	0.6	F	0844	0.6
	1603	5.2		1455	5.3
	2240	0.6		2201	0.7
3	0425	4.1	18	0333	4.2
F	1039	0.6	Sa	0949	0.4
	1658	5.2		1601	5.5
	2329	0.5		2259	0.3
4	0521	4.1	19	0442	4.4
Sa	1124	0.7	Su	1051	0.2
	1744	5.3		1706	5.8
				2356	0.0
5	0015	0.4	20	0545	4.7
Su	0611	4.2	M	1150	-0.1
	1210	0.7		1805	6.1
	1829	5.4			
6	0059	0.3	21	0051	-0.3
M	0656	4.3	Tu	0642	5.1
	1255	0.8		1249	-0.3
	1910	5.4		1900	6.3
7	0142	0.3	22	0143	-0.6
Tu	0739	4.4	W	0736	5.3
	1339	0.8		1345	-0.4
	1949	5.4		1952	6.4
8	0222	0.2	23	0233	-0.8
W	0816	4.4	Th	0829	5.5
	1420	0.6		1439	-0.5
	2026	5.3		2043	6.3
9	0300	0.2	24	0320	-0.8
Th	0857	4.4	F	0922	5.6
	1500	0.7		1531	-0.4
	2103	5.2		2135	6.0
10	0334	0.2	25	0406	-0.7
F	0936	4.4	Sa	1016	5.6
	1537	0.8		1622	-0.2
	2139	5.0		2226	5.6
11	0407	0.3	26	0451	-0.4
Sa	1015	4.4	Su	1110	5.6
	1613	0.9		1715	0.2
	2216	4.8		2321	5.2
12	0436	0.4	27	0536	-0.1
Su	1053	4.5	M	1202	5.5
	1650	1.0		1811	0.5
	2256	4.7			
13	0510	0.5	28	0014	4.8
M	1132	4.6	Tu	0626	0.3
	1734	1.1		1252	5.3
	2340	4.5		1914	0.8
14	0546	0.5	29	0106	4.5
Tu	1215	4.7	W	0723	0.6
	1831	1.2		1343	5.2
				2019	1.0
15	0028	4.3	30	0200	4.2
W	0633	0.6	Th	0823	0.9
	1301	4.9		1435	5.0
	1945	1.2		2120	1.0
			31	0257	4.0
			F	0919	1.0
				1530	4.9
				2214	0.9

AUGUST 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0356	3.9	16	0317	4.3
Sa	1012	1.0	Su	0933	0.5
	1627	5.0		1544	5.5
	2303	0.8		2242	0.4
2	0456	4.0	17	0427	4.6
Su	1100	0.9	M	1039	0.2
	1719	5.1		1651	5.9
	2346	0.6		2337	0.0
3	0548	4.2	18	0530	5.0
M	1147	0.8	Tu	1138	-0.1
	1805	5.2		1751	6.1
4	0032	0.5	19	0030	-0.3
Tu	0633	4.4	W	0626	5.4
	1232	0.7		1235	-0.3
	1847	5.3		1844	6.3
5	0113	0.3	20	0120	0.6
W	0713	4.5	Th	0718	5.7
	1316	0.6		1330	-0.5
	1925	5.4		1934	6.3
6	0152	0.2	21	0208	-0.7
Th	0751	4.7	F	0807	5.9
	1356	0.5		1422	-0.5
	2000	5.3		2022	6.1
7	0229	0.2	22	0253	-0.7
F	0826	4.7	Sa	0856	6.0
	1437	0.5		1512	-0.4
	2034	5.2		2111	5.8
8	0302	0.2	23	0336	-0.6
Sa	0900	4.6	Su	0946	5.9
	1514	0.6		1600	-0.2
	2106	5.1		2201	5.4
9	0334	0.2	24	0418	-0.2
Su	0934	4.8	M	1036	5.7
	1551	0.7		1649	0.2
	2143	4.9		2252	5.0
10	0403	0.3	25	0501	0.2
M	1009	4.9	Tu	1127	5.5
	1626	0.6		1740	0.6
	2223	4.7		2345	4.6
11	0434	0.4	26	0546	0.6
Tu	1049	5.0	W	1217	5.2
	1709	0.9		1830	0.9
	2309	4.5			
12	0509	0.5	27	0038	4.3
W	1136	5.0	Th	0640	1.0
	1802	1.1		1308	5.0
				1943	1.1
13	0003	4.3	28	0132	4.0
Th	0555	0.7	F	0744	1.2
	1229	5.1		1401	4.8
	1916	1.1		2048	1.2
14	0102	4.2	29	0229	3.9
F	0701	0.6	Sa	0849	1.3
	1328	5.2		1457	4.7
	2035	1.0		2144	1.1
15	0207	4.2	30	0329	3.9
Sa	0823	0.8	Su	0946	1.2
	1433	5.3		1555	4.8
	2143	0.7		2233	0.9
			31	0428	4.1
			M	1036	1.1
				1649	4.9
				2317	0.7

SEPTEMBER 2009					
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0520	4.3	16	0515	5.3
Tu	1122	0.9	W	1126	-0.1
	1737	5.1		1734	5.9
	2350	0.5			
2	0604	4.6	17	0006	-0.4
W	1207	0.7	Th	0608	5.7
	1819	5.2		1221	-0.3
				1825	6.0
3	0039	0.4	18	0053	-0.6
Th	0643	4.8	F	0657	6.0
	1250	0.5		1313	-0.4
	1856	5.3		1913	6.0
4	0116	0.2	19	0139	-0.6
F	0719	5.0	Sa	0743	6.2
	1332	0.4		1403	-0.4
	1931	5.3		1959	5.8
5	0152	0.1	20	0222	0.5
Sa	0752	5.1	Su	0828	6.2
	1413	0.4		1451	-0.3
	2005	5.2		2045	5.5
6	0227	0.1	21	0304	-0.3
Su	0824	5.2	M	0914	6.0
	1452	0.4		1537	-0.1
	2039	5.1		2133	5.1
7	0259	0.2	22	0345	0.0
M	0856	5.3	Tu	1001	5.7
	1530	0.5		1622	0.2
	2116	4.9		2223	4.7
8	0332	0.3	23	0425	0.5
Tu	0932	5.3	W	1050	5.4
	1609	0.6		1709	0.6
	2158	4.7		2316	4.4
9	0406	0.4	24	0507	0.9
W	1016	5.3	Th	1141	5.1
	1653	0.7		1801	0.9
	2250	4.5			
10	0445	0.6	25	0010	4.1
Th	1108	5.3	F	0557	1.2
	1747	0.9		1232	4.8
	2349	4.3		1902	1.2
11	0535	0.8	26	0104	4.0
F	1208	5.2	Sa	0702	1.5
	1900	1.0		1325	4.6
				2008	1.3
12	0053	4.2	27	0200	3.9
Sa	0648	0.9	Su	0813	1.5
	1313	5.2		1420	4.6
	2019	0.9		2107	1.2
13	0159	4.3	28	0256	4.0
Su	0814	0.9	M	0915	1.4
	1421	5.3		1516	4.6
	2127	0.7		2156	1.0
14	0307	4.5	29	0353	4.1
M	0927	0.6	Tu	1007	1.2
	1530	5.4		1610	4.7
	2224	0.3		2240	0.7
15	0414	4.8	30	0444	4.4
Tu	1020	0.3	W	1054	0.9
	1636	5.6		1700	4.9
	2317	-0.1		2320	0.5

ART 12318

Formerly 826-SC, 1st E



Printed at reduced scale.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ——— — ——— —

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ———

BROADCASTS OF MARIN

CITY	STA
Cape May, NJ	NMF

Distress cal s for small cra channel 16 (156.80 MHz)

NOAA CITY Atlantic Lewes,

MARINE NATION New Yo Philadel Baltimo

*Record **Recor

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

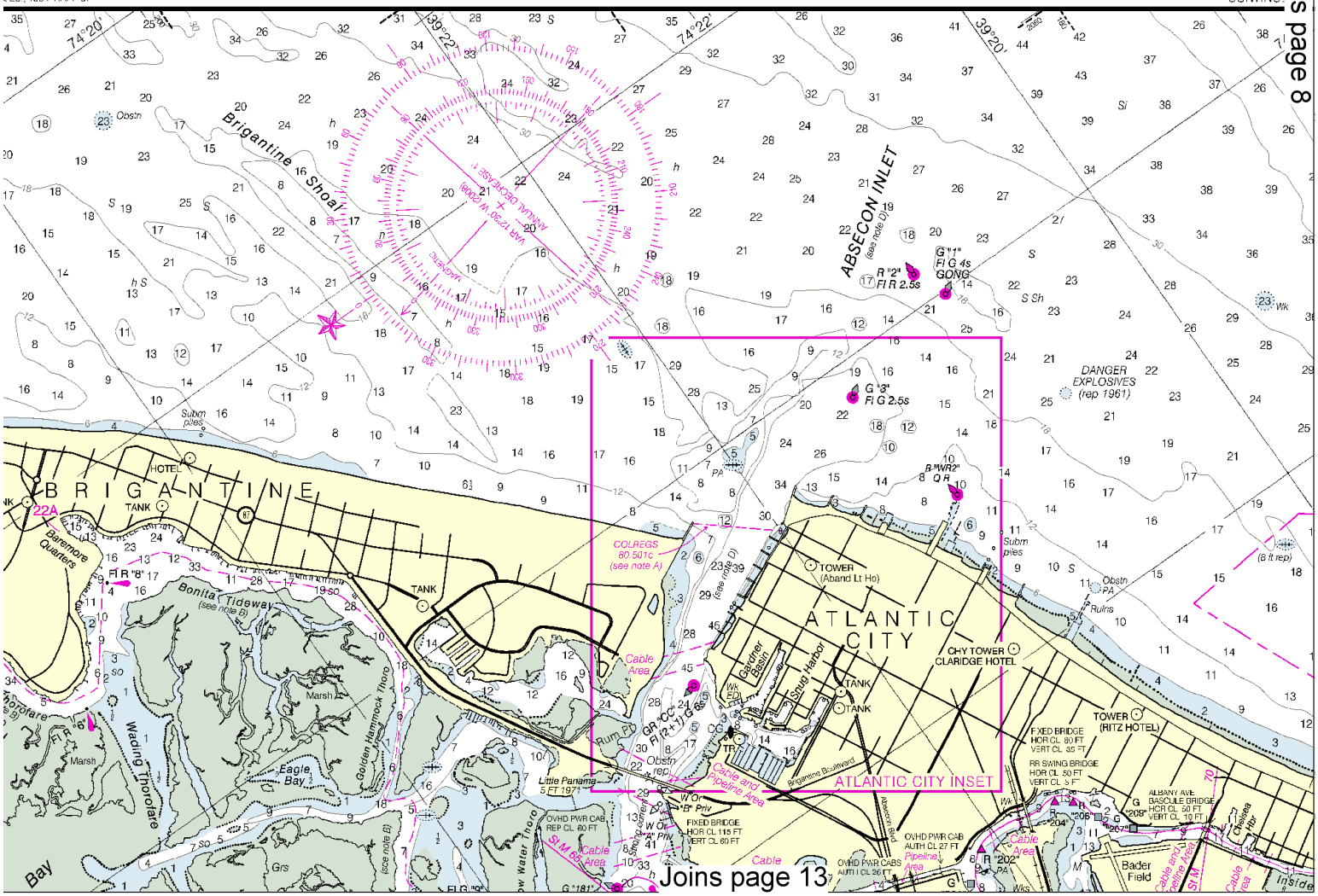
LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

t Ed., 1964 KAPP 674

CONTINUE



Joins page 13

Joins page 8

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010, NGA Weekly Notice to Mariners: 1010 3/6/2010, Canadian Coast Guard Notice to Mariners: n/a .

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

b soft
h shells
y sticky

ubm submerged

National
nents for
l Ocean

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES - EST	SPECIAL WARNING
Cape May, NJ	NMK	2670 kHz	6:03 AM & PM	On receipt

Distress cal s for small craft are made on 2182 kl lz or channel 16 (156.80 MHz) VHF.

NOAA WEATHER RADIO

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Atlantic City, NJ	KHB-38	162.400	24 hours daily
Lewes, DE	WXB-94	162.550	24 hours daily

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE	TELEPHONE NUMBERS	OFFICE HOURS
New York NY / Upton, NY	*(631) 924-0517	9:00 AM - 5:00 PM M-F
Philadelphia, PA / Mount Holly, NJ	(609) 261-6615 **(609) 261-6600	8:00 AM - 4:00 PM M-F
Baltimore MD / Washington, DC	*(703) 260-0107	24 hours daily

*Recorded
**Recorded forecast only

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

20 25 30 40 50 60

Without changing divider spread, place in 15 minutes, the speed is 16.0 knots.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons and U.S. Coast Guard Auxiliary, National Organizations of Boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these free educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS National Headquarters, Post Office Box 30423, Raleigh, North Carolina 27612.

USCGAUX - 3rd Coast Guard District, Governor's Island, New York, NY 10004; Day (212) 668-7195, Night (212) 668-7055 or USCG Headquarters (BAU/62), Washington, D.C. 20590.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION

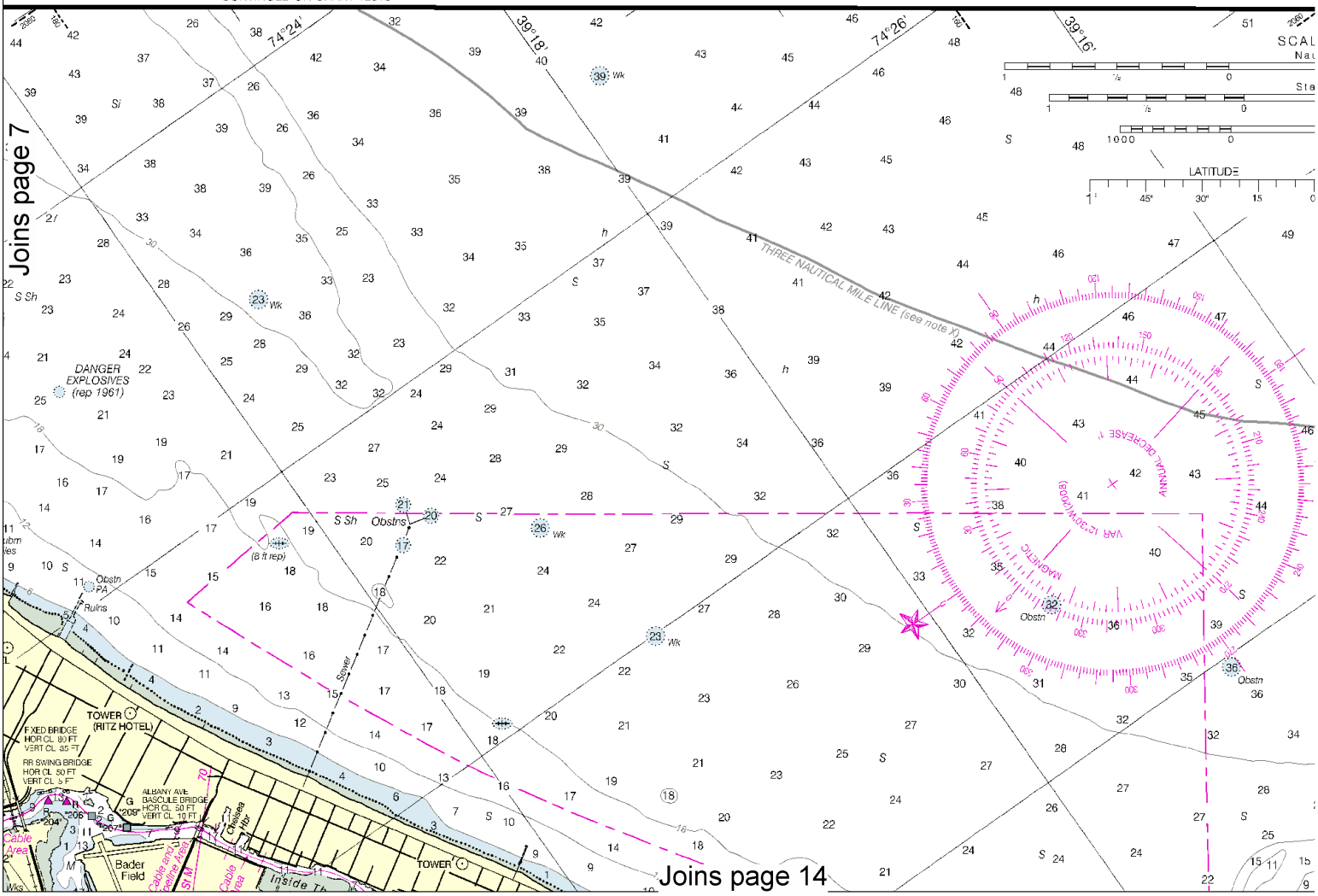
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

CONTINUED ON CHART 12318



Joins page 7

Joins page 14

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.417" northward and 1.432" eastward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and State of New Jersey, Bureau of Navigation.

NOTE X

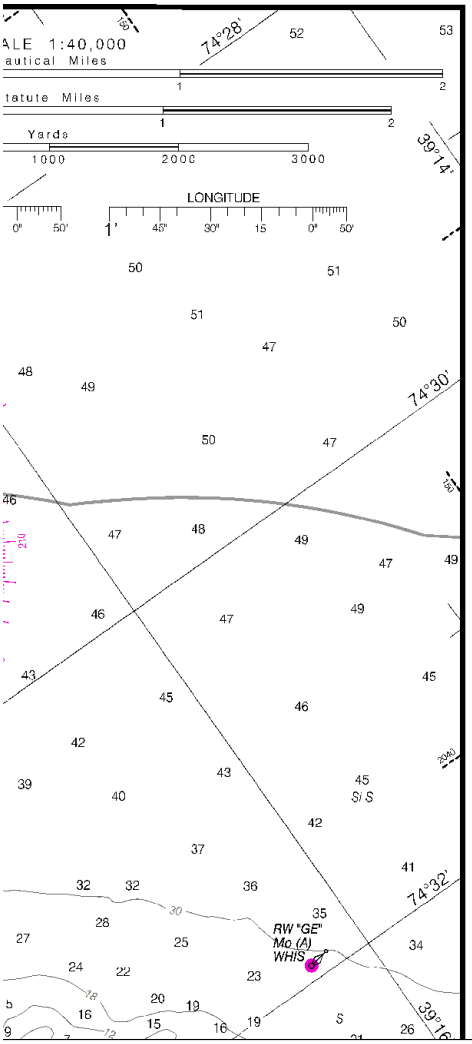
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



NAUTICAL CHART 12316

INTRACOASTAL WATERWAY

NEW JERSEY

LITTLE EGG HARBOR TO CAPE MAY

Chart 12316 34th Ed., Jun. /08 ■
Corrected through NM Jun. 21/08, LNM Jun. 10/08

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NSN 7642014010368
NGA REFERENCE NO. 12XHA12316
ED. NO. 34

Joins page 15

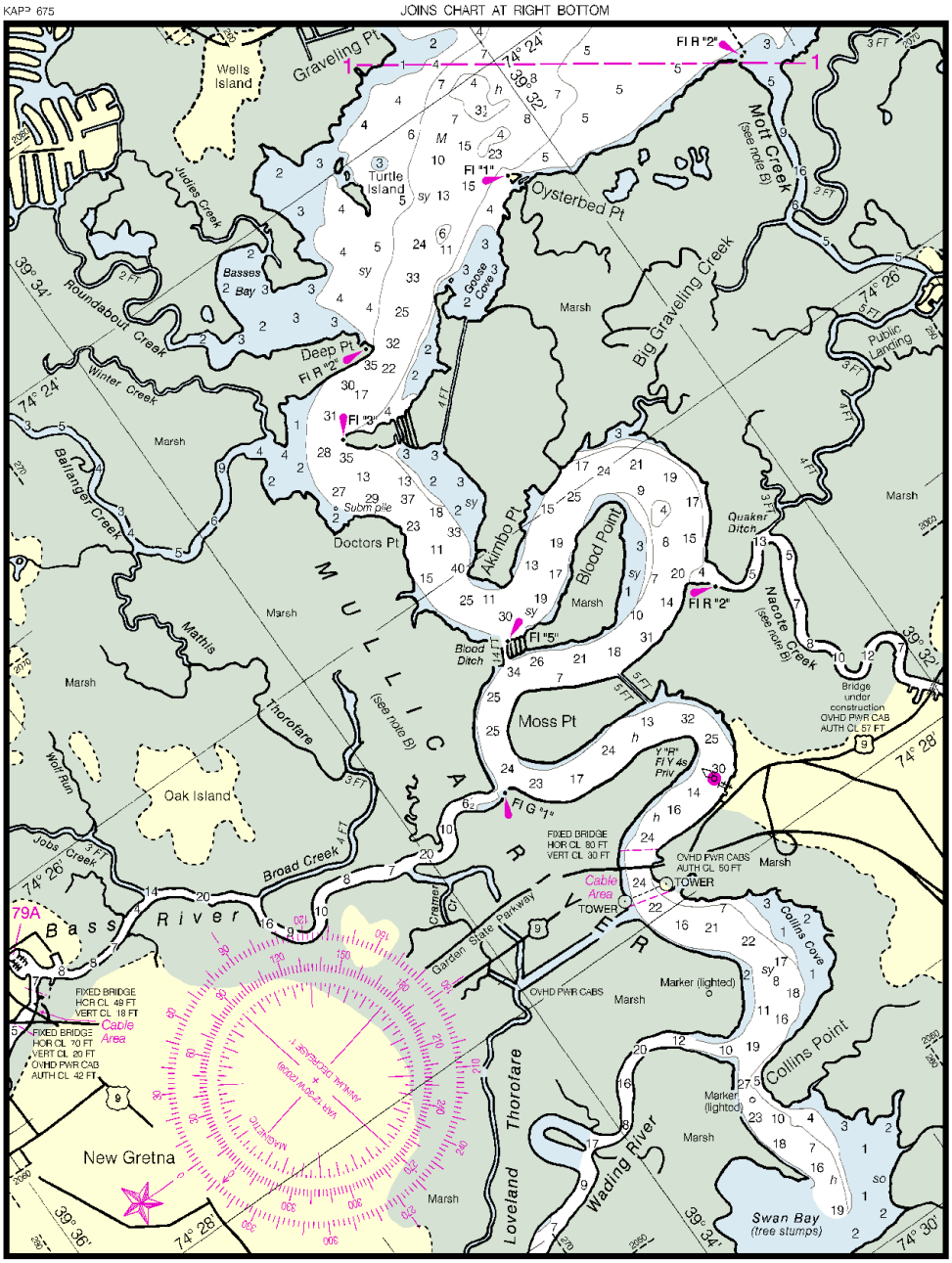
Joins page 4

ids, unless otherwise specified.
s marking tributary channels, in general, are maintained by the state of New Jersey.

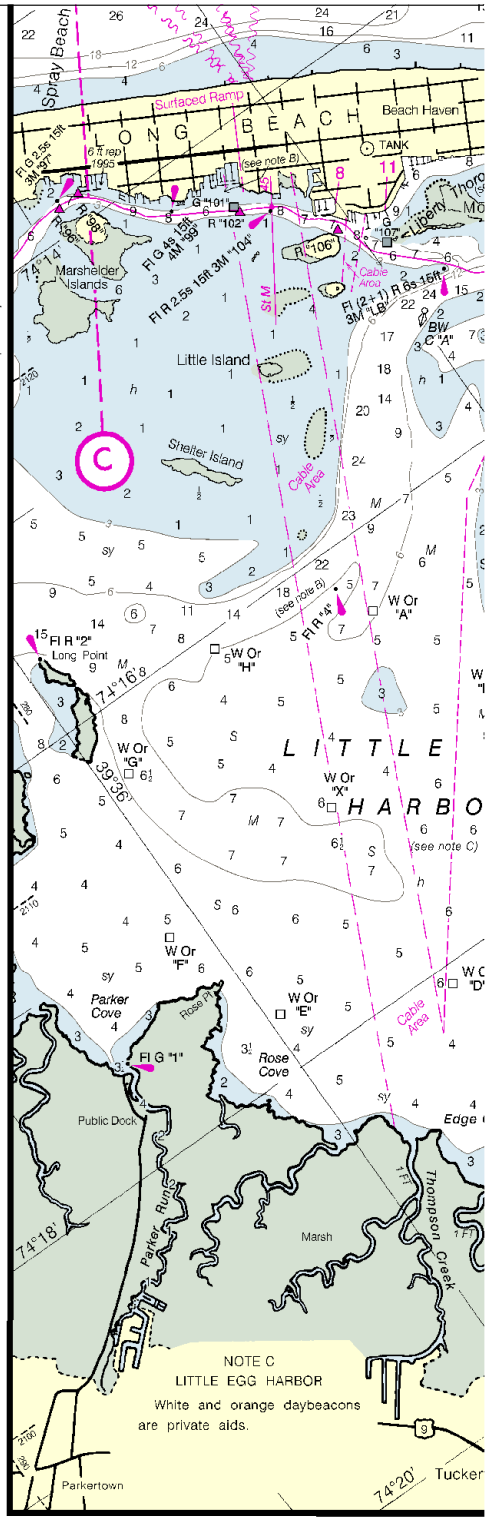
SIDE A

KAP 675

JOINS CHART AT RIGHT BOTTOM



JOINS CHART 12324 (SIDE B)



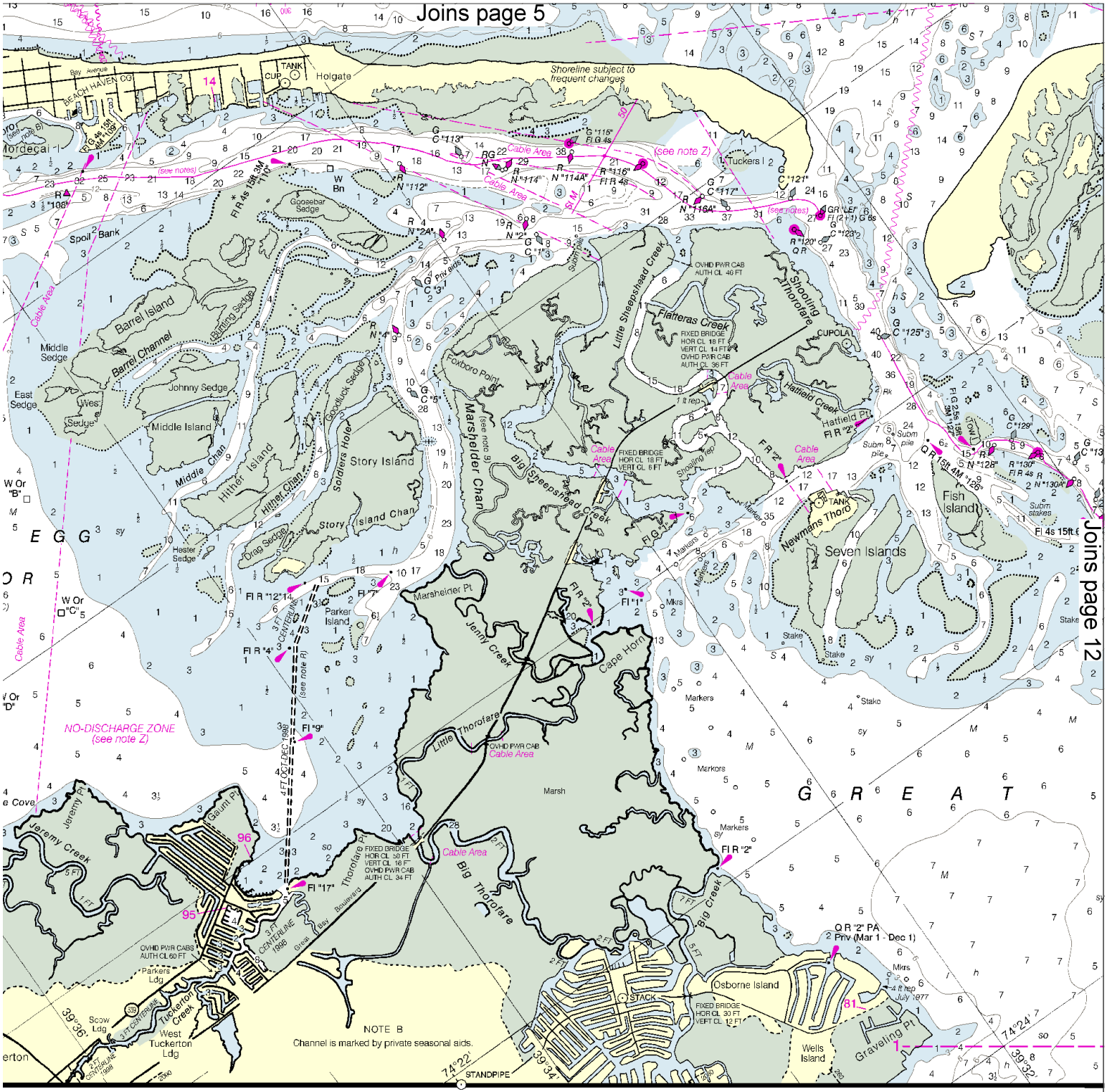
12316 34th Ed., Jun./08, Corrected through NM Jun. 21/08, LNM Jun. 10/08.

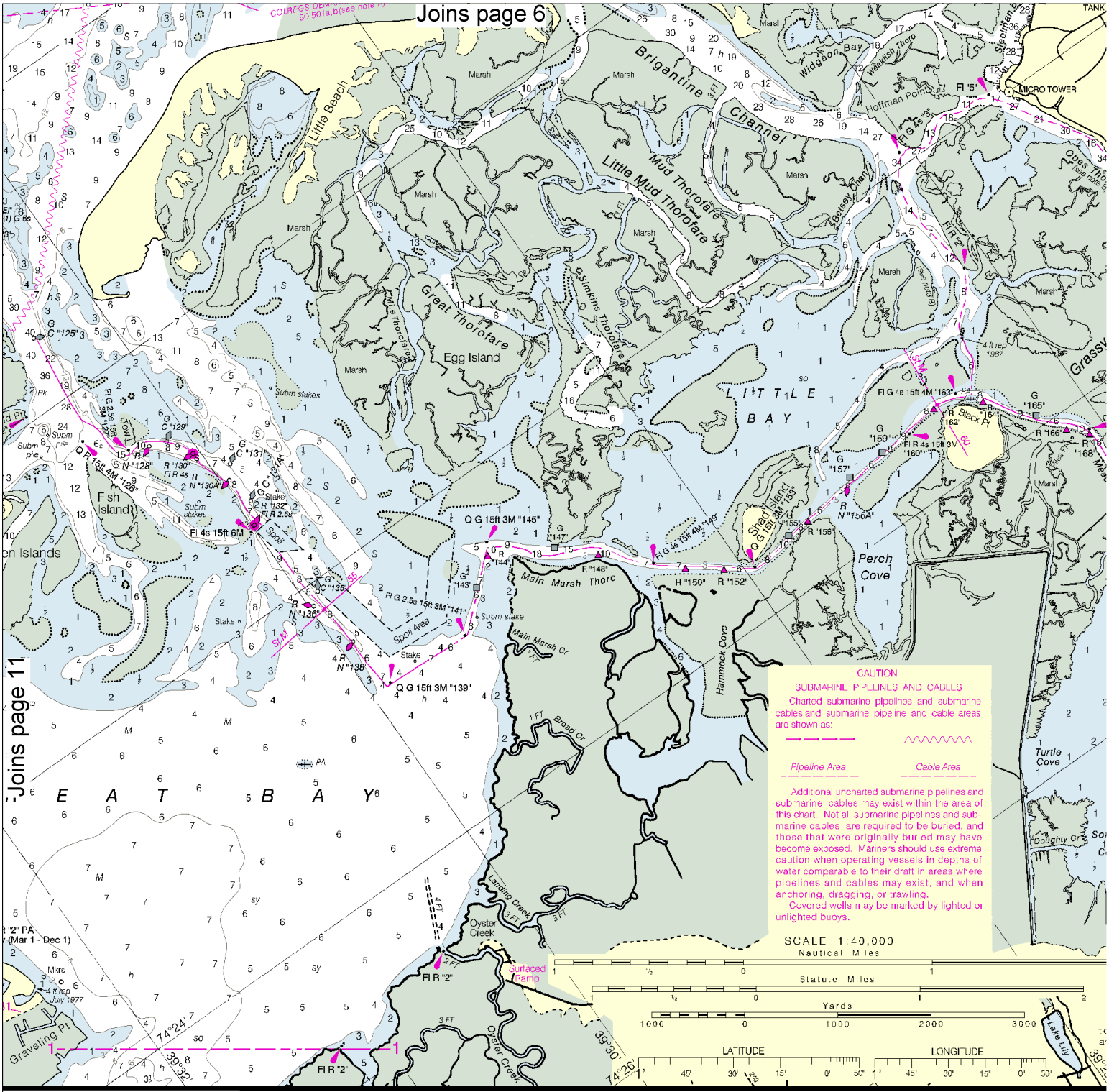
Joins page 16

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000


Joins page 5
Joins page 12
Joins page 17
JOINS EXTENSION AT LEFT
Shoreline subject to frequent changes
Holgate
Tuckers I
Barrel Island
Barrel Channel
Middle Sedge
East Sedge
West Sedge
Johnny Sedge
Middle Island
Middle Chan
Hither Island
Hither Chan
Soldiers Hole
Story Island
Story Island Chan
Goodluck Sedge
Hester Sedge
Drag Sedge
Gooseber Sedge
Spoil Bank
Foxboro Point
Marshelder Chan
Marshelder Pt
Parker Island
Jenny Creek
Cape Horn
Little Sheepshead Creek
Big Sheepshead Creek
Flatteras Creek
Shooting Thorofare
Hatfield Creek
Hatfield Pt
Newmans Thoro
Seven Islands
Fish Island
Little Thorofare
Big Thorofare
Marsh
Jeremy Creek
Jeremy Pt
Gaunt Pt
Thorofare Pt
Tuckerton Creek
Parkers Ldg
Scow Ldg
West Tuckerton Ldg
Osborne Island
Wells Island
Graveling Pt
Big Creek
NO-DISCHARGE ZONE
(see note Z)
Cable Area
NOTE B
Channel is marked by private seasonal aids.
STANDPIPE
39°36'
39°34'
74°22'
74°24'



JOINS EXTENSION AT LEFT

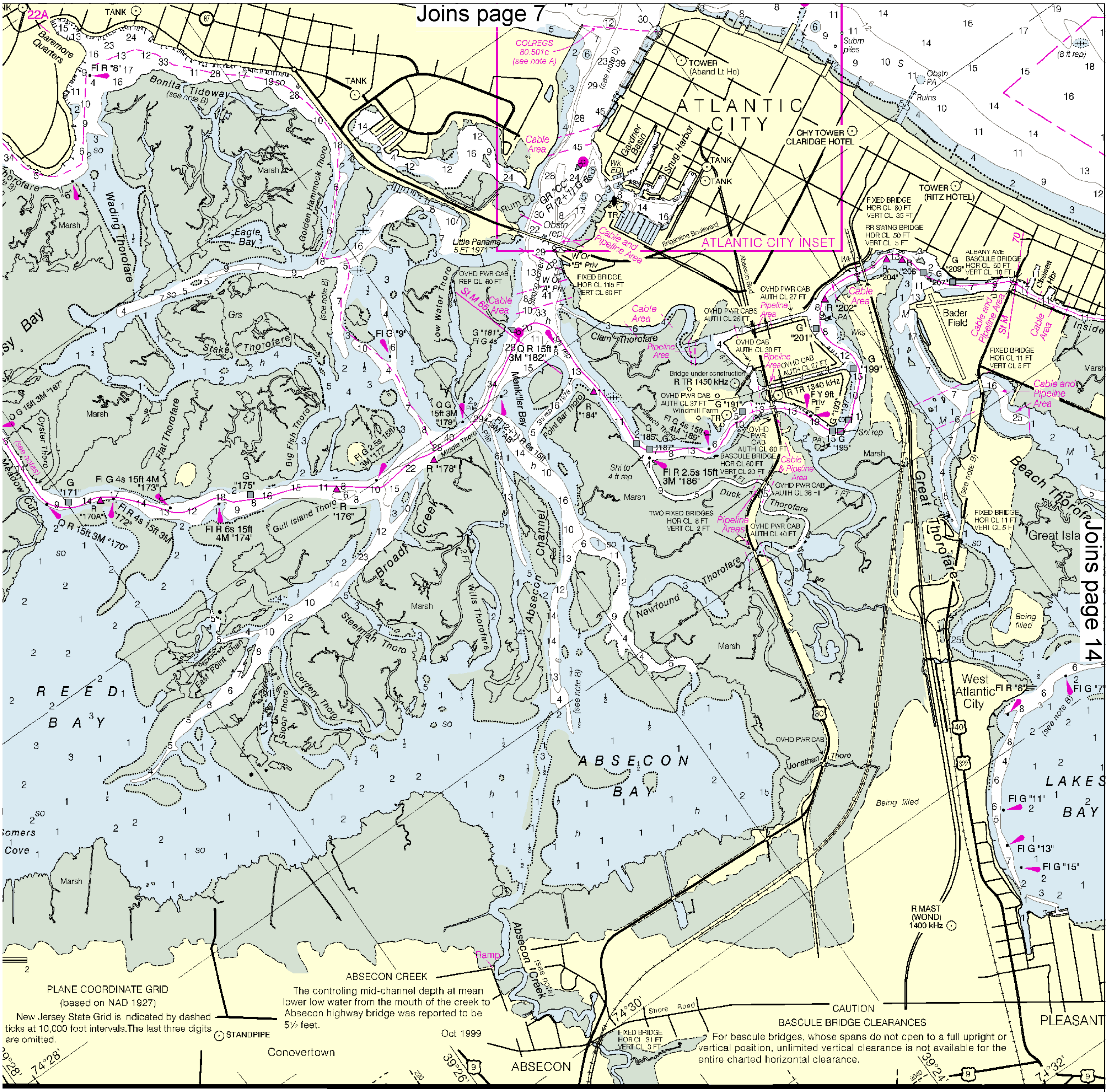
Joins page 18

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

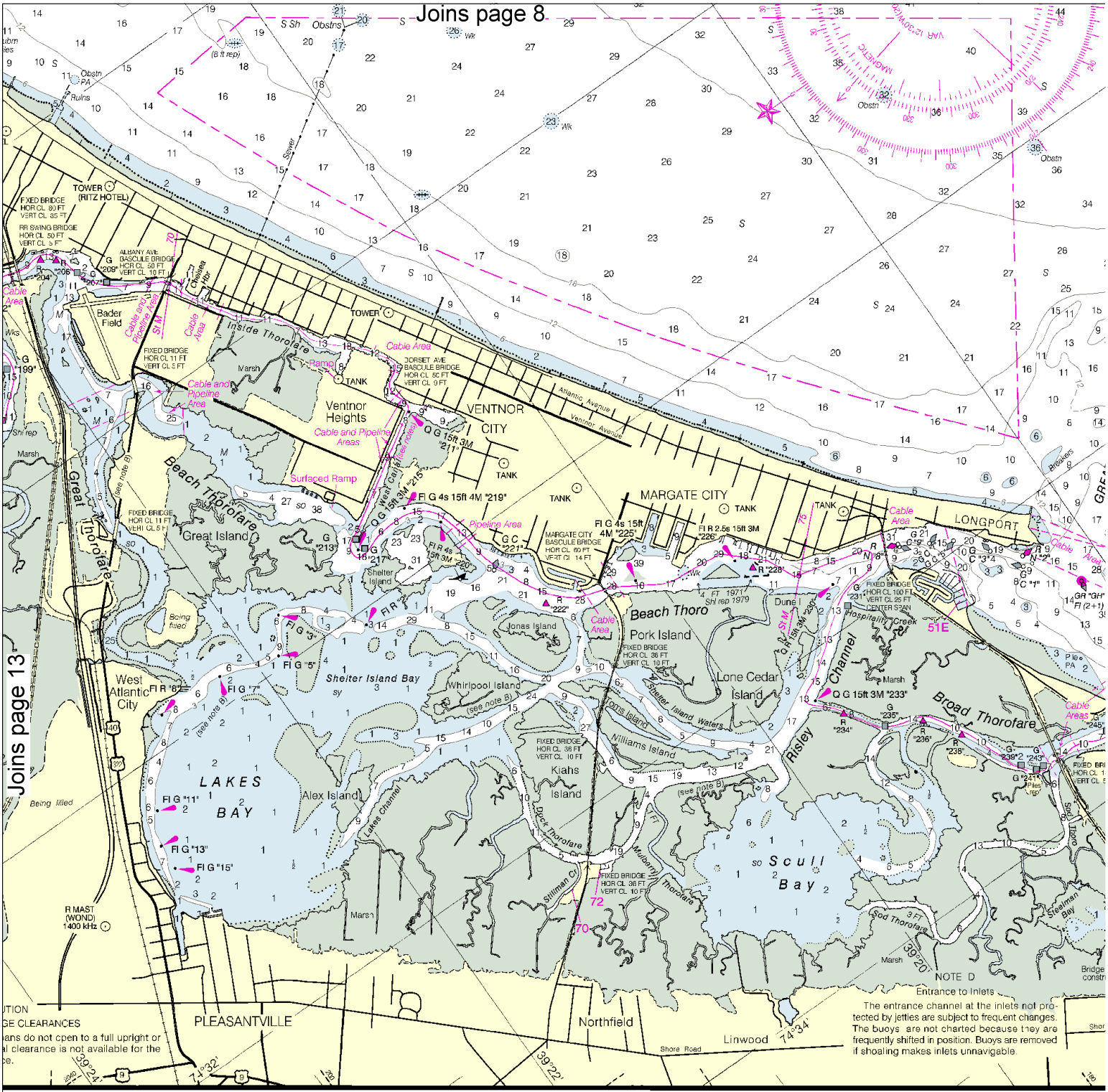
Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



Joins page 14

Joins page 19



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 9

Corrected through NM Jun. 21/08, LNM Jun. 10/08

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COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
NORTH AMERICAN DATUM OF 1983
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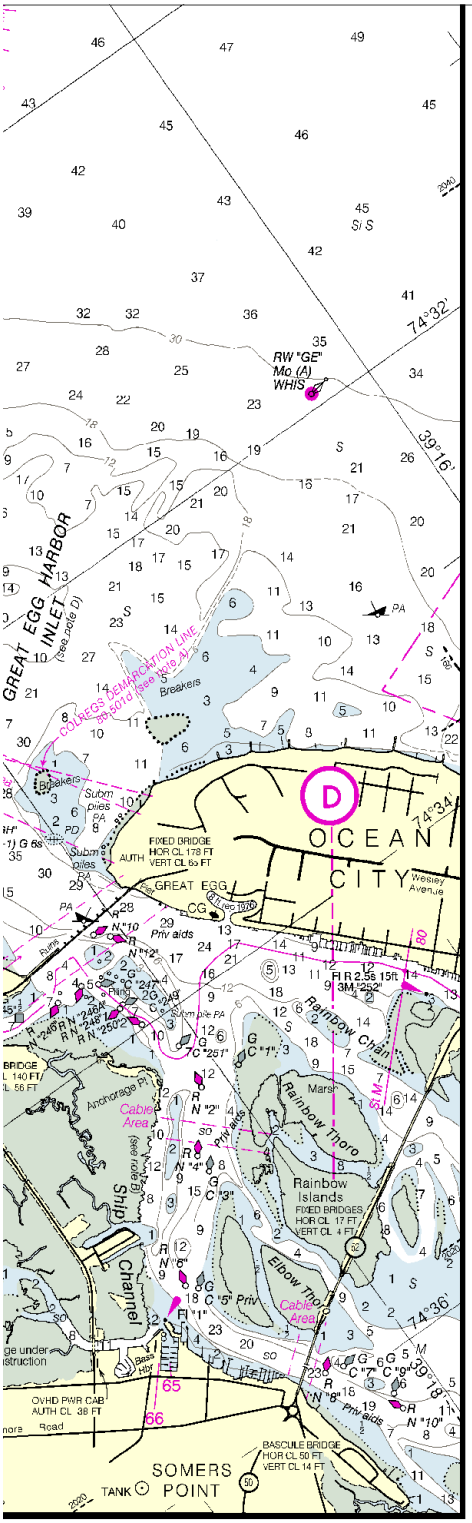
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

NSN 7642014010368
NGA REFERENCE NO. 12XHA12316

ED.NO. 34



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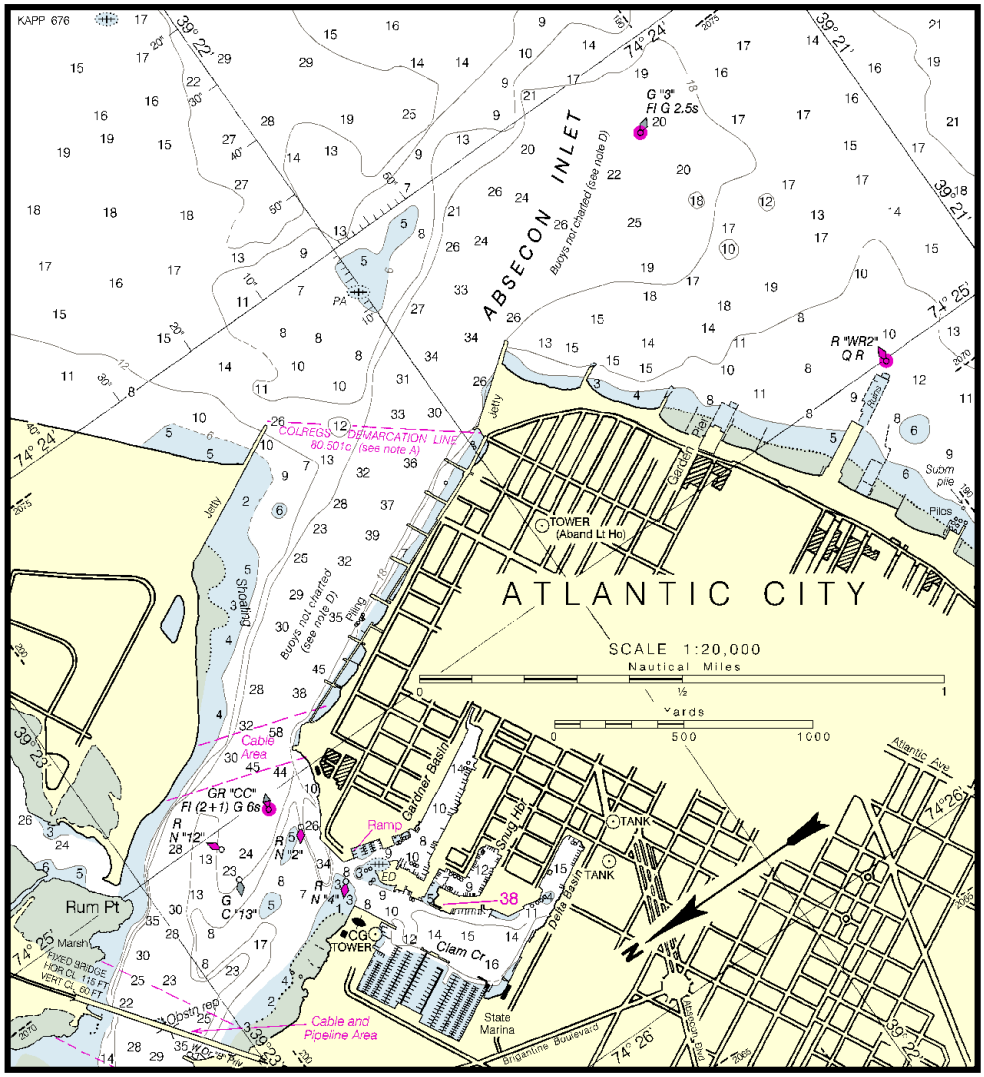
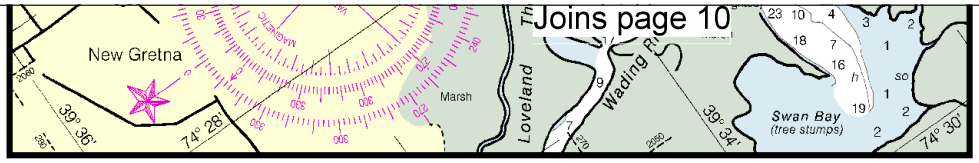


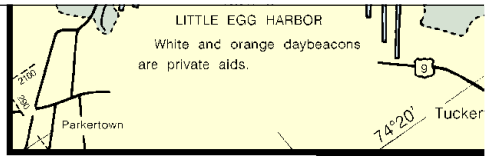
ATLANTIC CITY INSET

12316

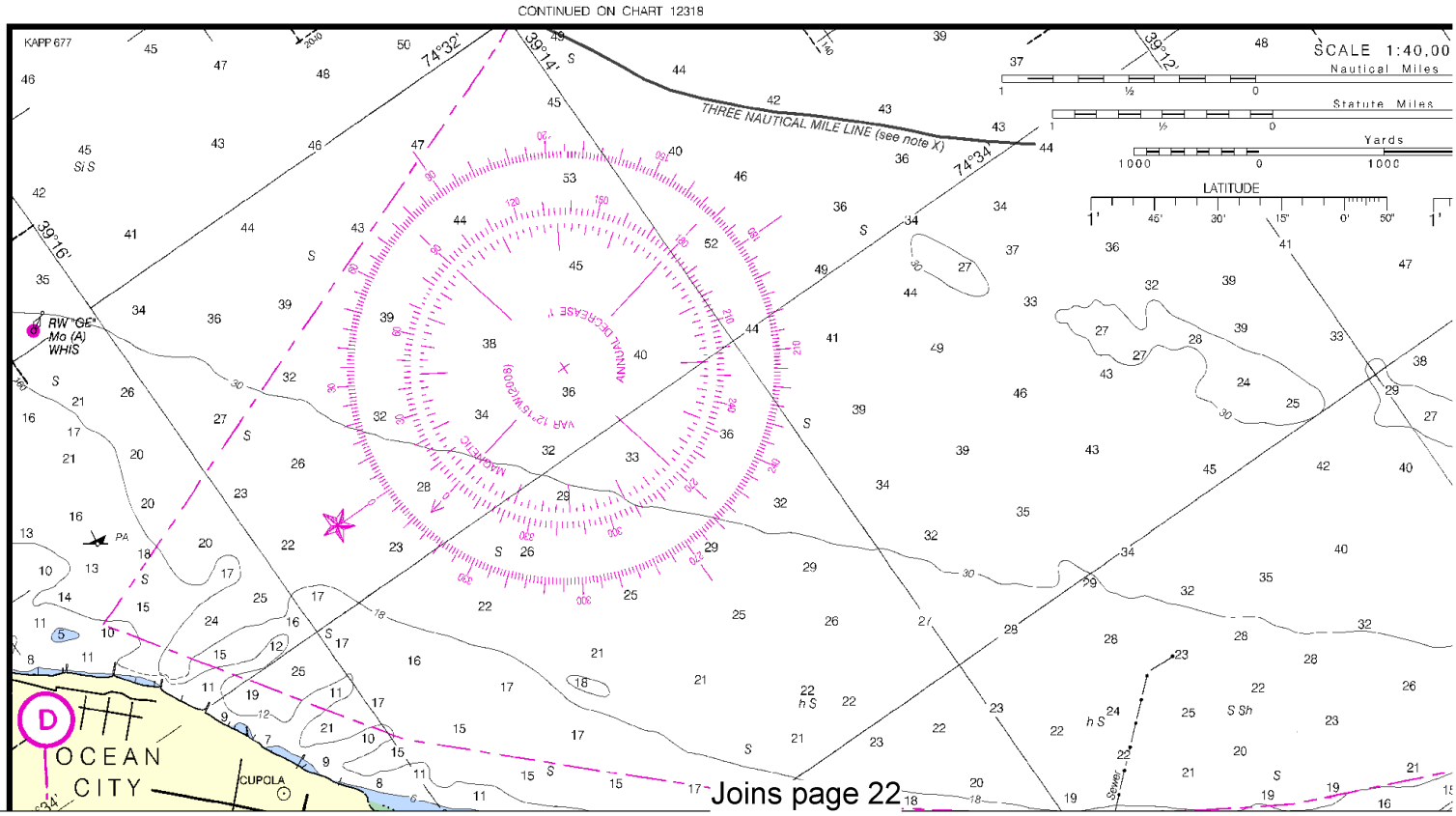
SIDE A

Joins page 21





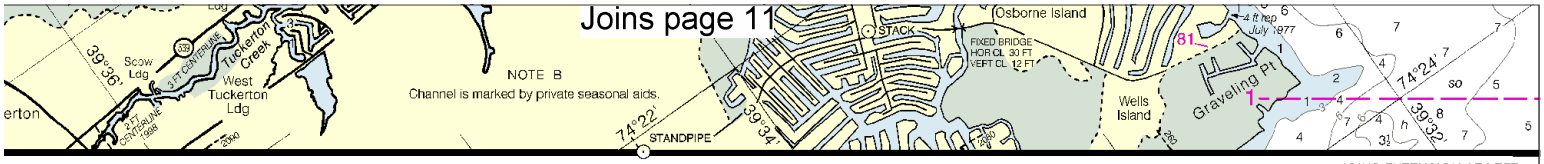
12316 34th Ed., Jun./08; Corrected through NM Jun. 21/08, LNM Jun. 10/08.



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



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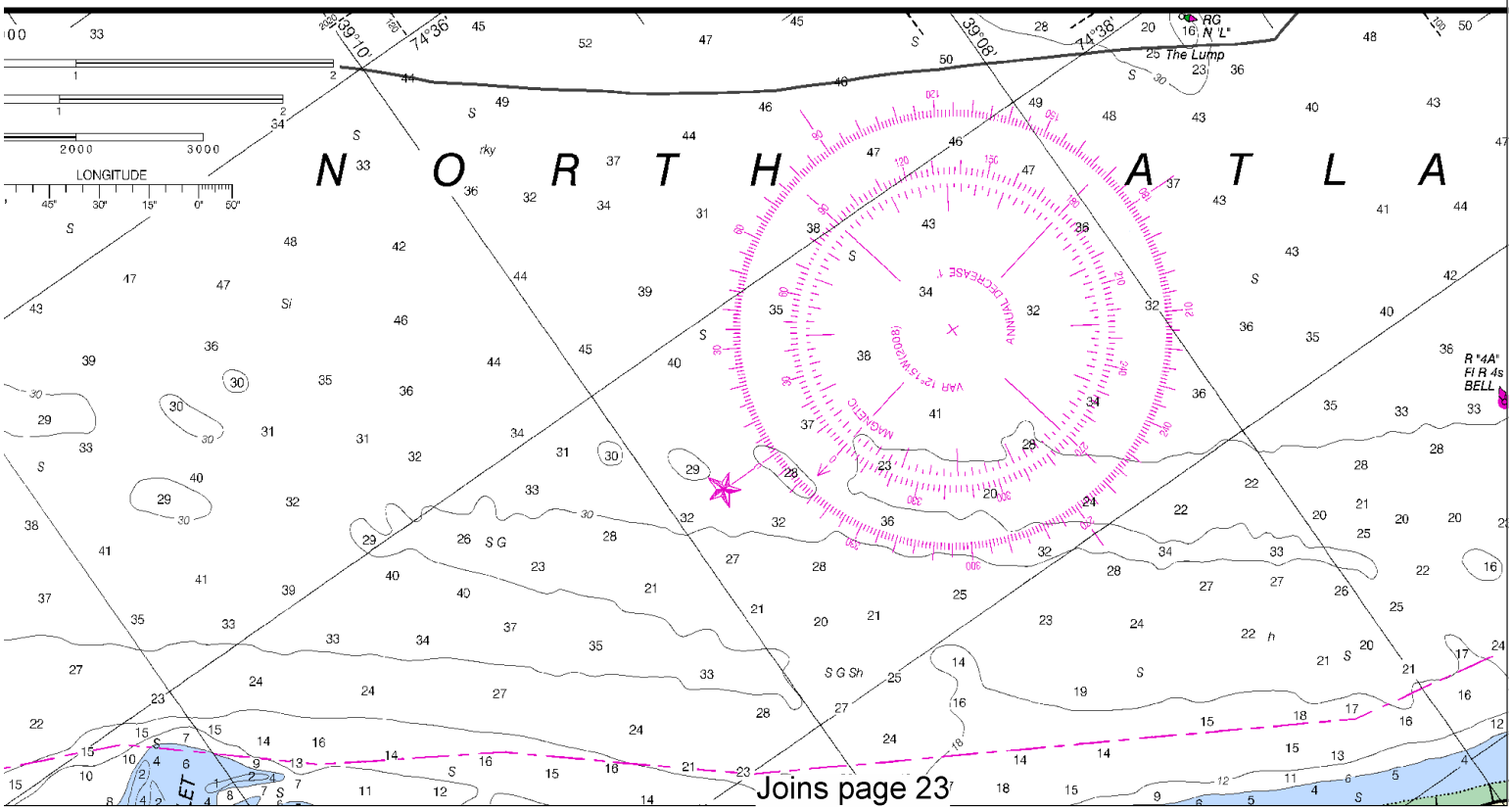

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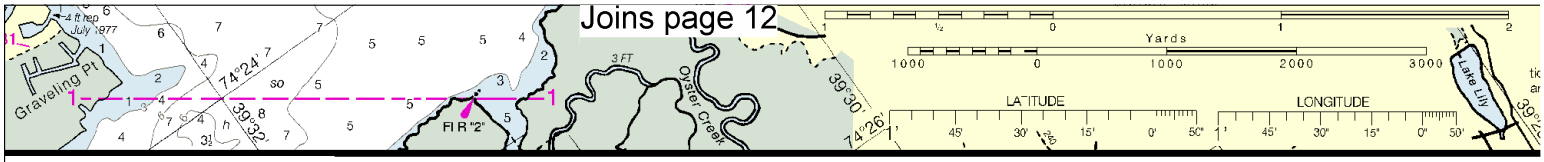
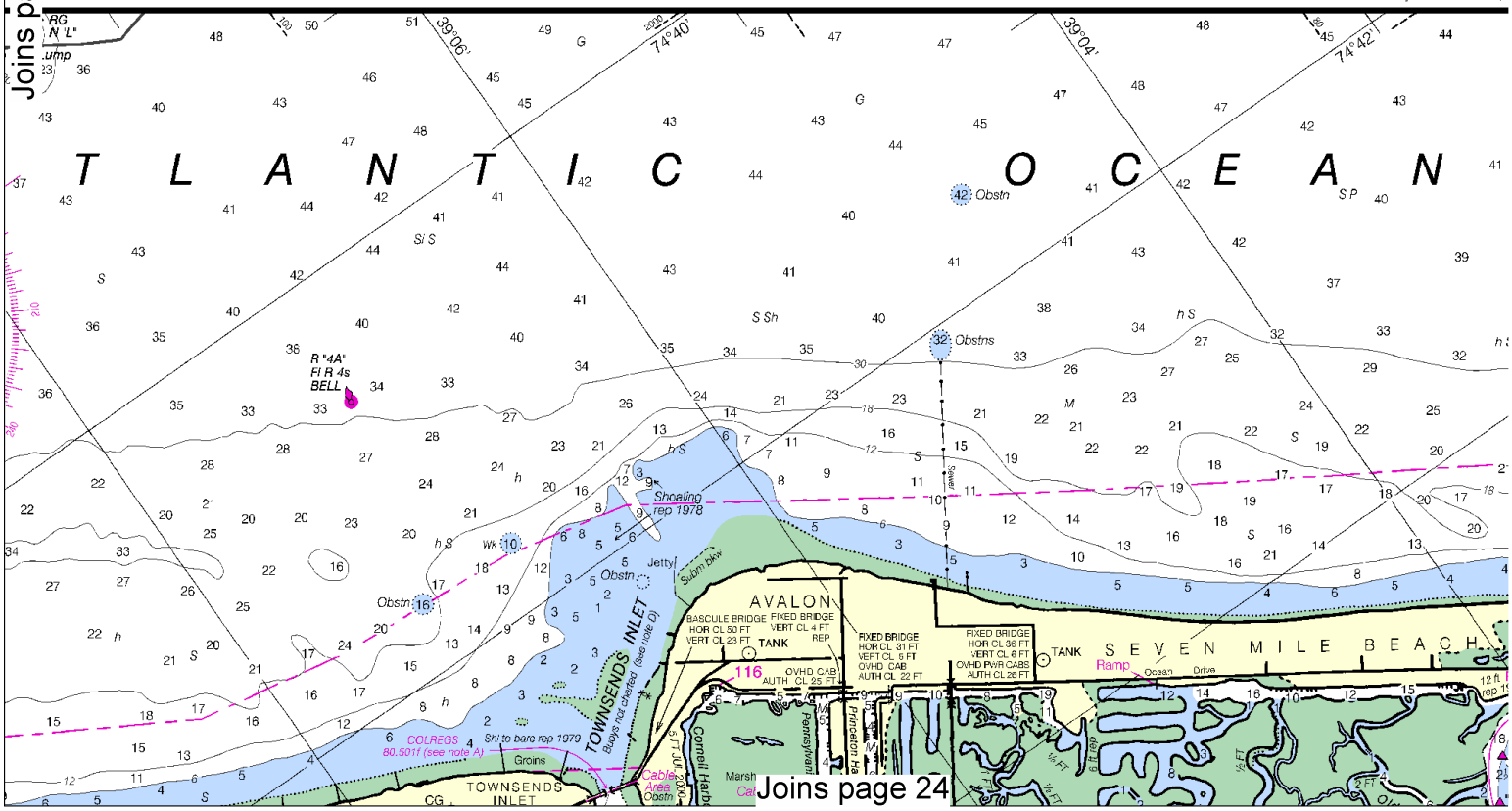
Joins page 12



JOINS EXTENSION AT LEFT

Joins page 17

Formerly 826-SC, 1st Ed.,

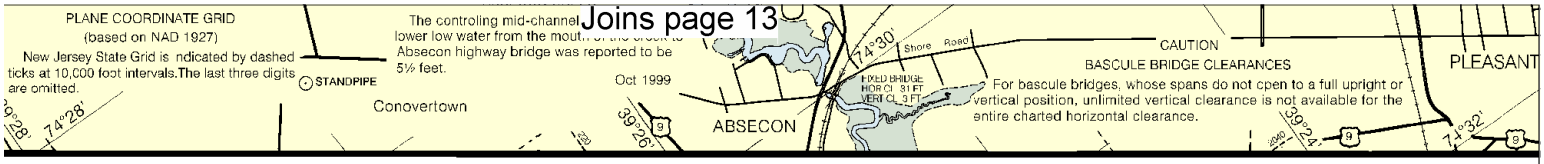


Joins page 24

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000



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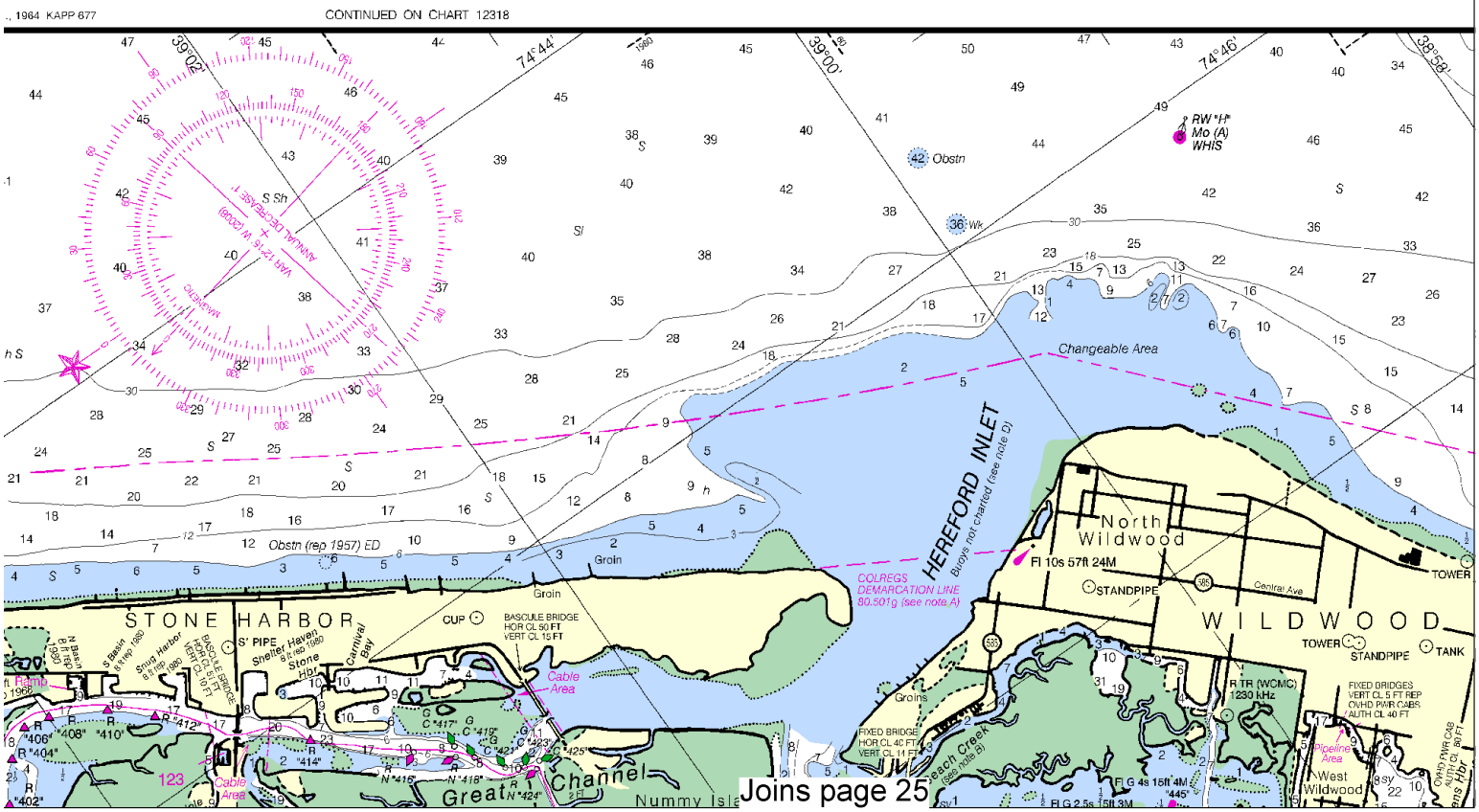
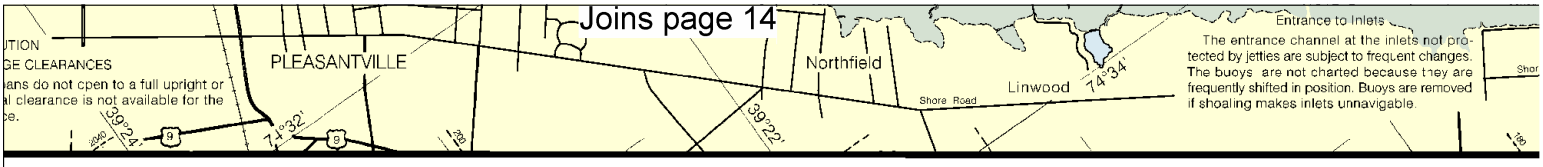
Joins page 20



Joins page 25

Joins page 14



Joins page 19

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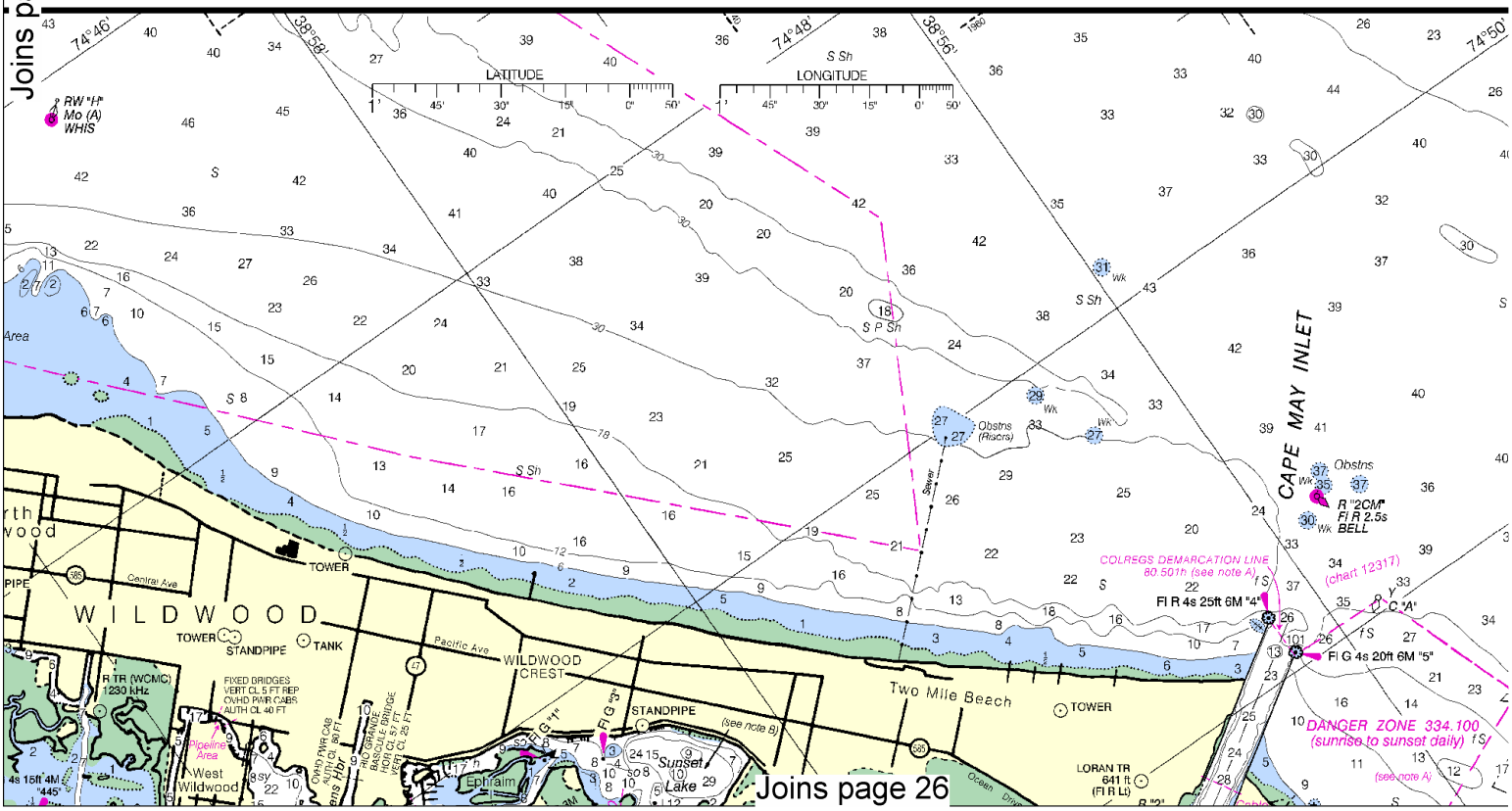


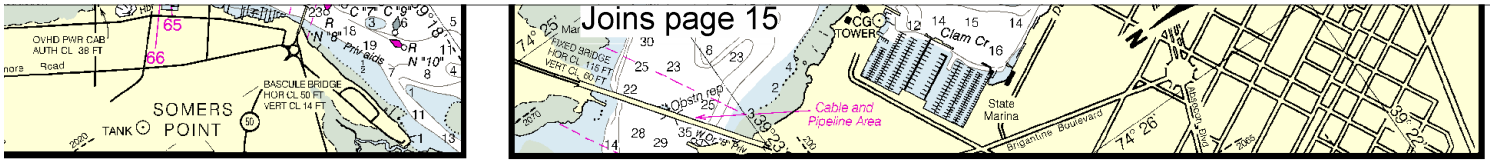
Joins page 26

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

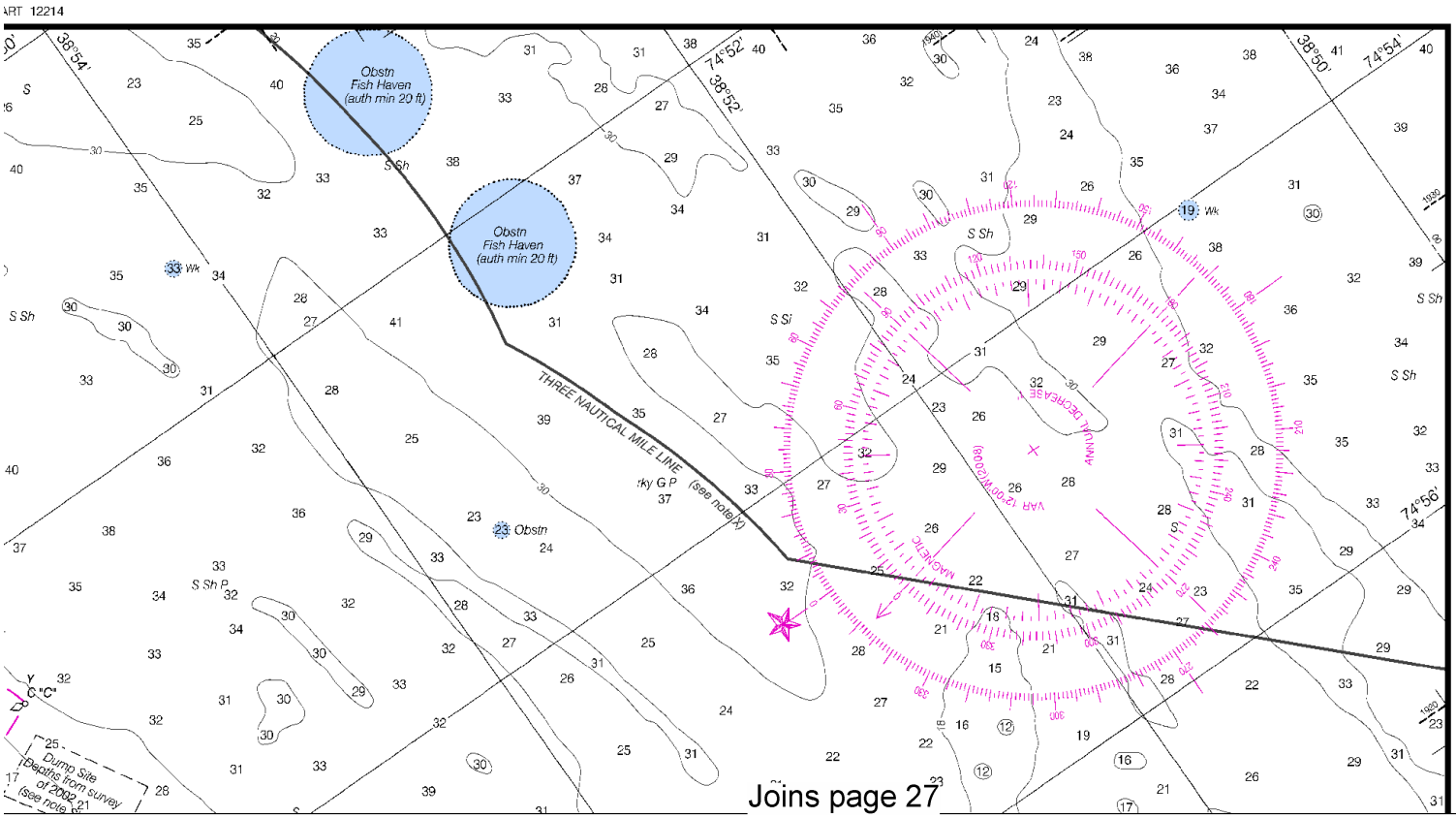
Yards: 1000 0 1000 2000 3000 4000 5000

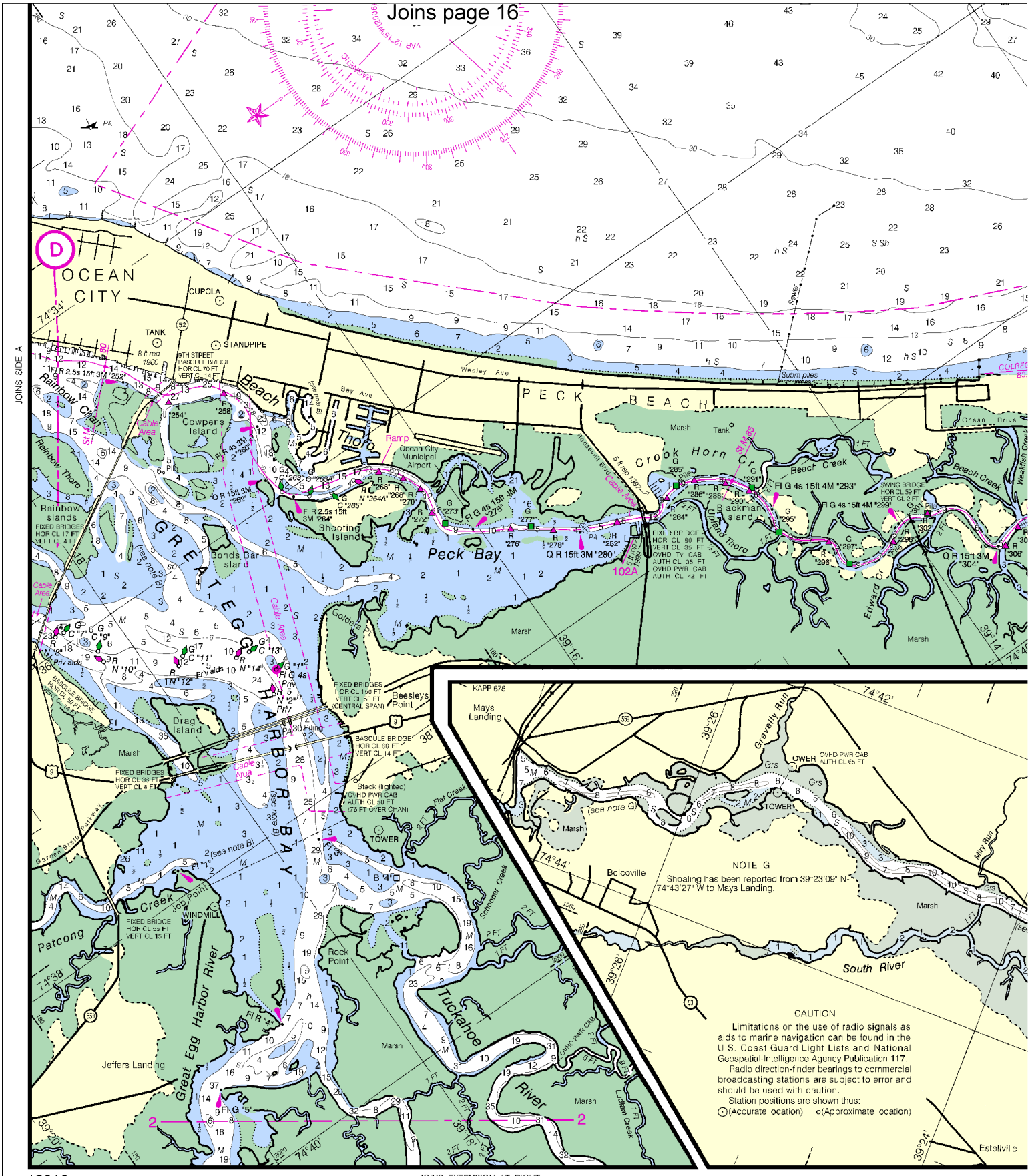
See Note on page 5.



ATLANTIC CITY INSET

12316





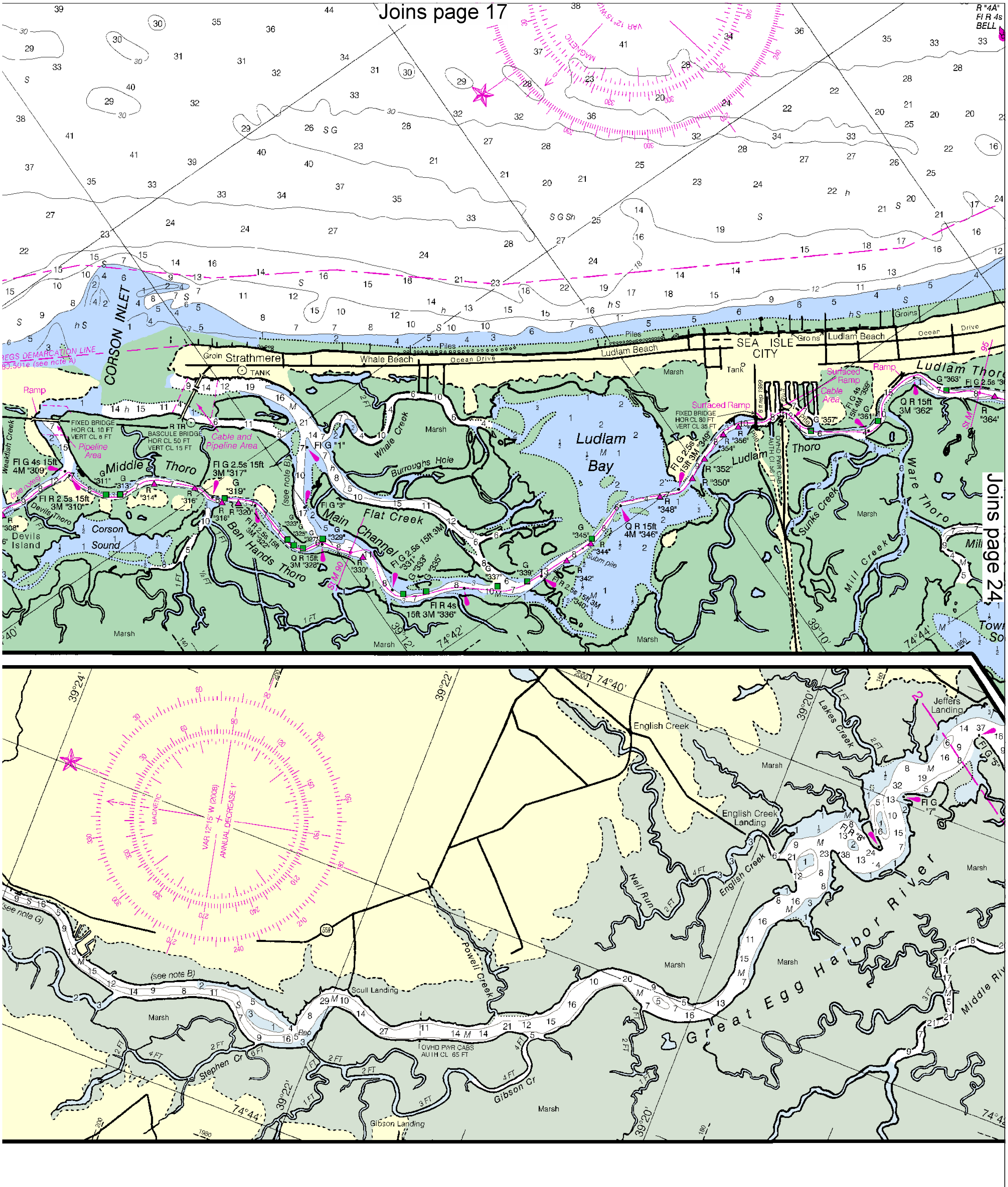
12316 34th Ed., Jun./08; Corrected through NM Jun. 21/08, LNM Jun. 10/08. JOINS EXTENSION AT RIGHT

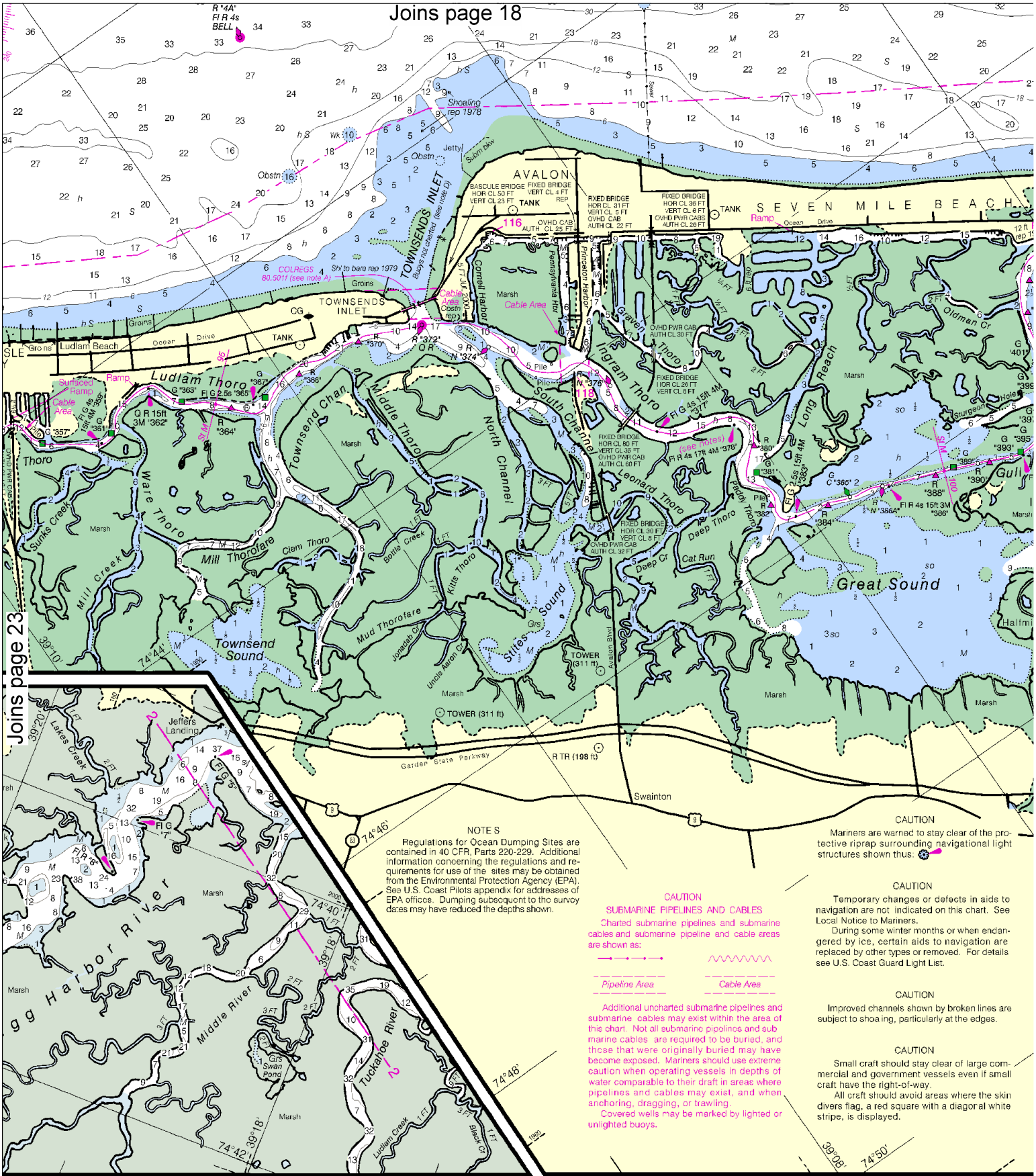
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 17
Joins page 24
CORSON INLET
Strathmere
Whale Beach
Ocean Drive
Ludlam Beach
SEA ISLE CITY
Ludlam Bay
Middle Thoro
Ludlam Thoro
Main Channel
Flat Creek
Ben Hands Thoro
Whale Creek
Burroughs Hole
Corson Sound
Devils Island
Devils Thoro
Weakfish Creek
Sunks Creek
Ware Thoro
Mill Creek
Marsh
Cable and Pipeline Area
Pipeline Area
Surfaced Ramp
Ramp
FIXED BRIDGE HOR CL 10 FT VERT CL 6 FT
BASCULE BRIDGE HOR CL 50 FT VERT CL 15 FT
FIXED BRIDGE HOR CL 80 FT VERT CL 35 FT
Great Egg Harbor River
English Creek
English Creek Landing
Lakes Creek
Jeffers Landing
Nell Run
Powell Creek
Scull Landing
Stephen Cr
Gibson Cr
Gibson Landing
Middle River
OVHD PWR CABS AUTH CL 65 FT
VAR 12°15'W (2008) ANNUAL DECREASE 1'
MAGNETIC



NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

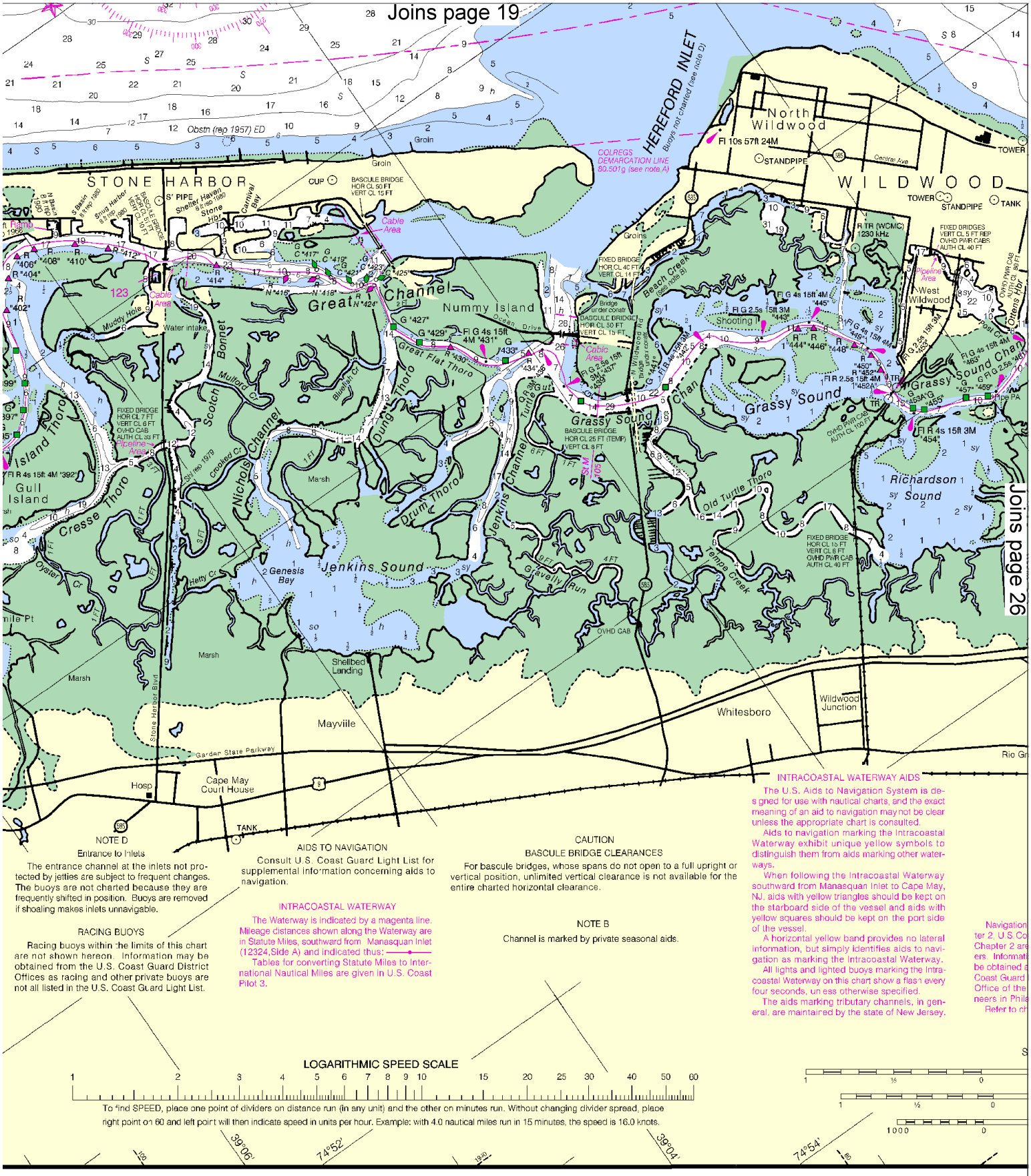
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



NOTE D

Entrance to Inlets

The entrance channel at the inlets not protected by jetties are subject to frequent changes. The buoys are not charted because they are frequently shifted in position. Buoys are removed if shoaling makes inlets unnavigable.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Manasquan Inlet (12324,Side A) and indicated thus: ——●——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 3.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE B

Channel is marked by private seasonal aids.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Manasquan Inlet to Cape May, NJ, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

All lights and lighted buoys marking the Intracoastal Waterway on this chart show a flash every four seconds, unless otherwise specified.

The aids marking tributary channels, in general, are maintained by the state of New Jersey.

Navigation
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Chapter 2 are
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Refer to ch

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

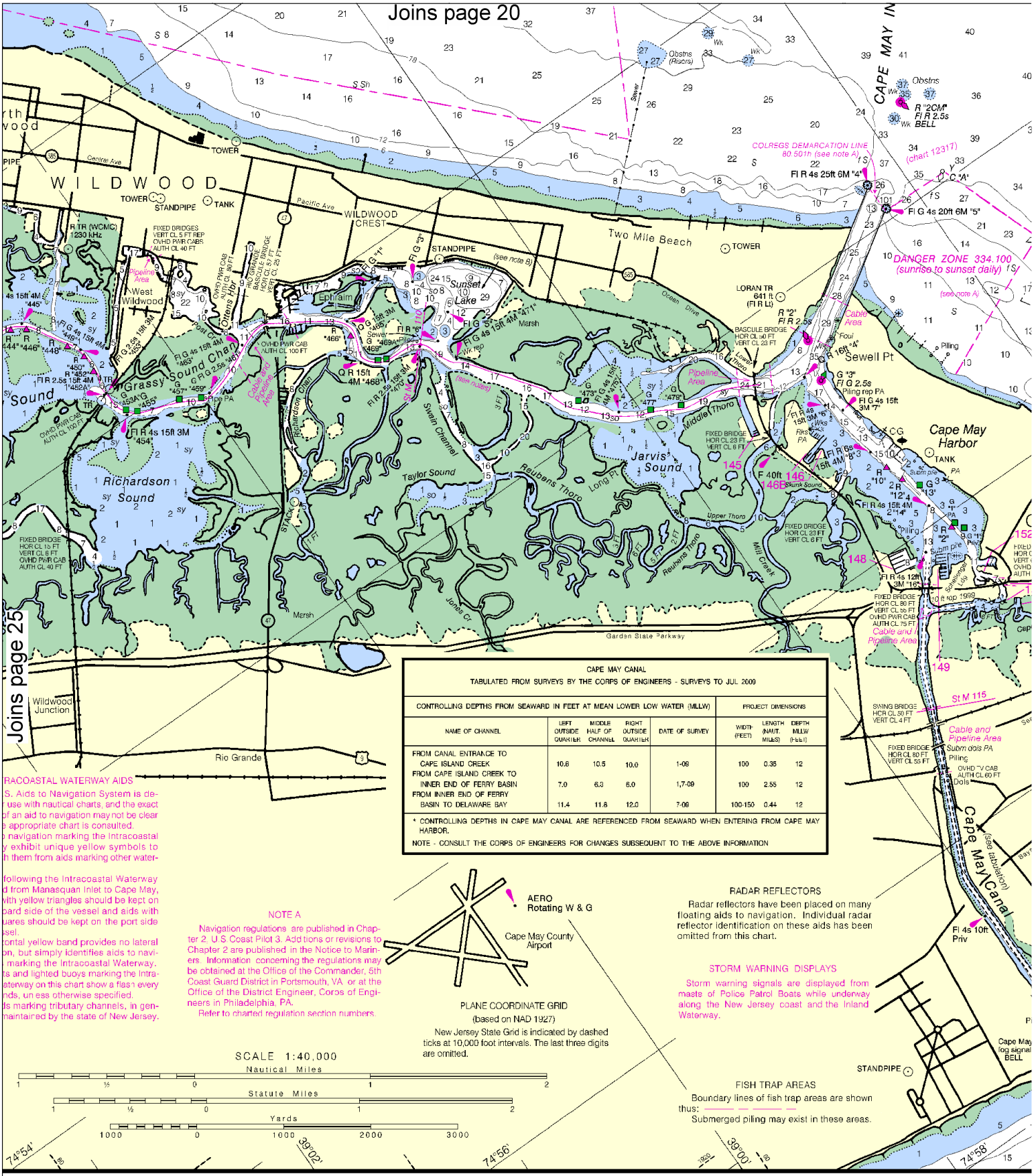
1 ½ 0

1 ½ 0

1000 0

Joins page 20

Joins page 25



CAPE MAY CANAL

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JUL 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
FROM CANAL ENTRANCE TO CAPE ISLAND CREEK	10.6	10.5	10.0	1-09	100	0.35	12
FROM CAPE ISLAND CREEK TO INNER END OF FERRY BASIN	7.0	6.3	8.0	1,7-09	100	2.55	12
FROM INNER END OF FERRY BASIN TO DELAWARE BAY	11.4	11.8	12.0	7-09	100-150	0.44	12

* CONTROLLING DEPTHS IN CAPE MAY CANAL ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM CAPE MAY HARBOR.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

RACOASTAL WATERWAY AIDS

S. Aids to Navigation System is de-
use with nautical charts, and the exact
of an aid to navigation may not be clear
appropriate chart is consulted.
navigation marking the Intracoastal
exhibit unique yellow symbols to
them from aids marking other water-

following the Intracoastal Waterway
from Manasquan Inlet to Cape May,
with yellow triangles should be kept on
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ontal yellow band provides no lateral
on, but simply identifies aids to navi-
marking the Intracoastal Waterway.
ts and lighted buoys marking the Intra-
aterway on this chart show a flash every
nds, un ess otherwise specified.
ds marking tributary channels, in gen-
naintained by the state of New Jersey.

NOTE A

Navigation regulations are published in Chapter 2, U.S Coast Pilot 3. Add tions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, VA or at the Office of the District Engineer, Corps of Engineers in Philadelphia, PA.

Refer to charted regulation section numbers.

PLANE COORDINATE GRID

(based on NAD 1927)

New Jersey State Grid is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

STORM WARNING DISPLAYS

Storm warning signals are displayed from masts of Police Patrol Boats while underway along the New Jersey coast and the Inland Waterway.

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: — — — —

Submerged piling may exist in these areas.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2

Statute Miles: 1 ½ 0 1 2

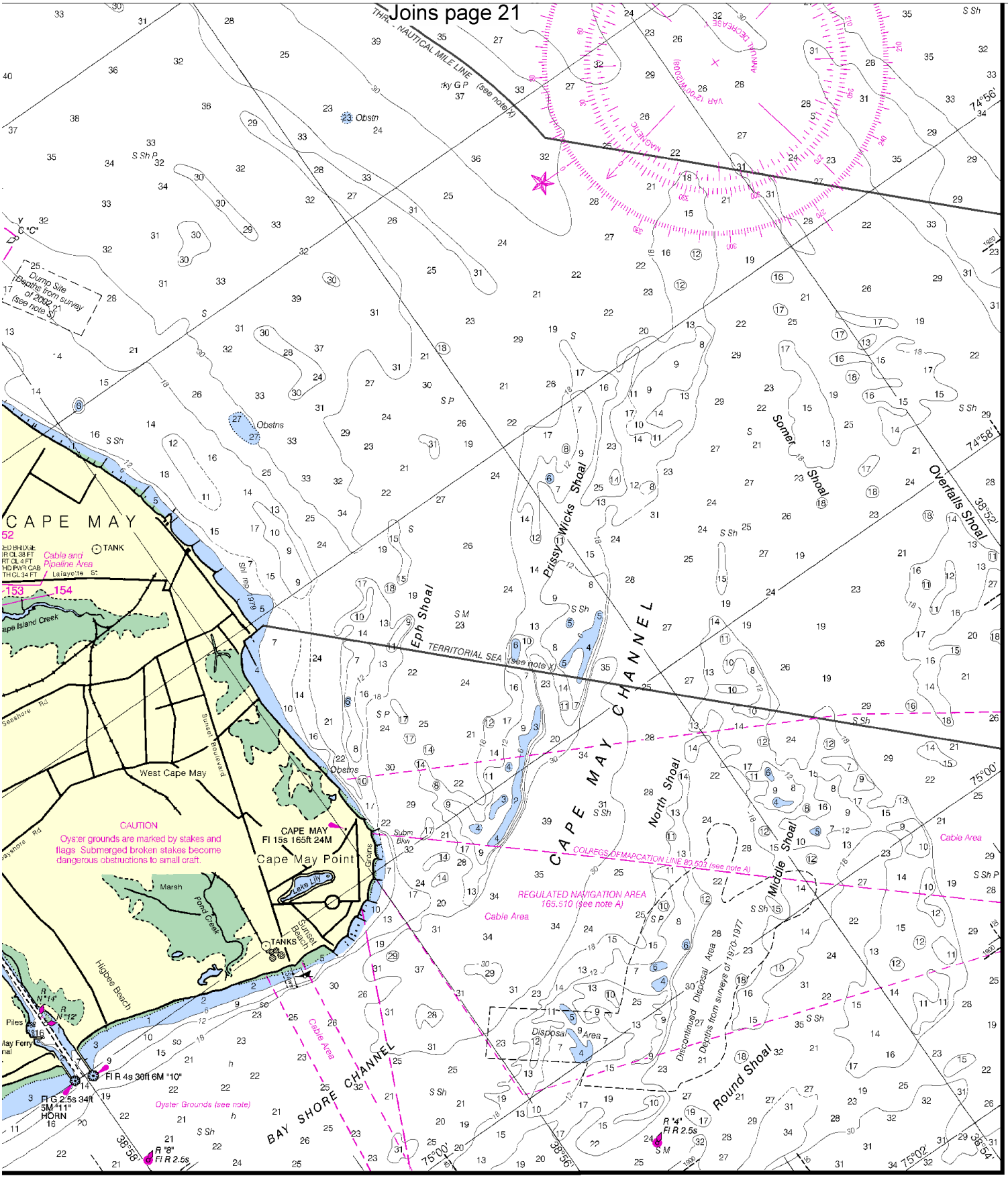
Yards: 1000 0 1000 2000 3000

CONTINUED ON CHAR

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



ART 12304

12316

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 800-418-7314/410-576-2525
Coast Guard May – 609-898-6995/6996
Delaware Marine Police – 302-736-4586
New Jersey Marine Police – 609-387-1221

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.